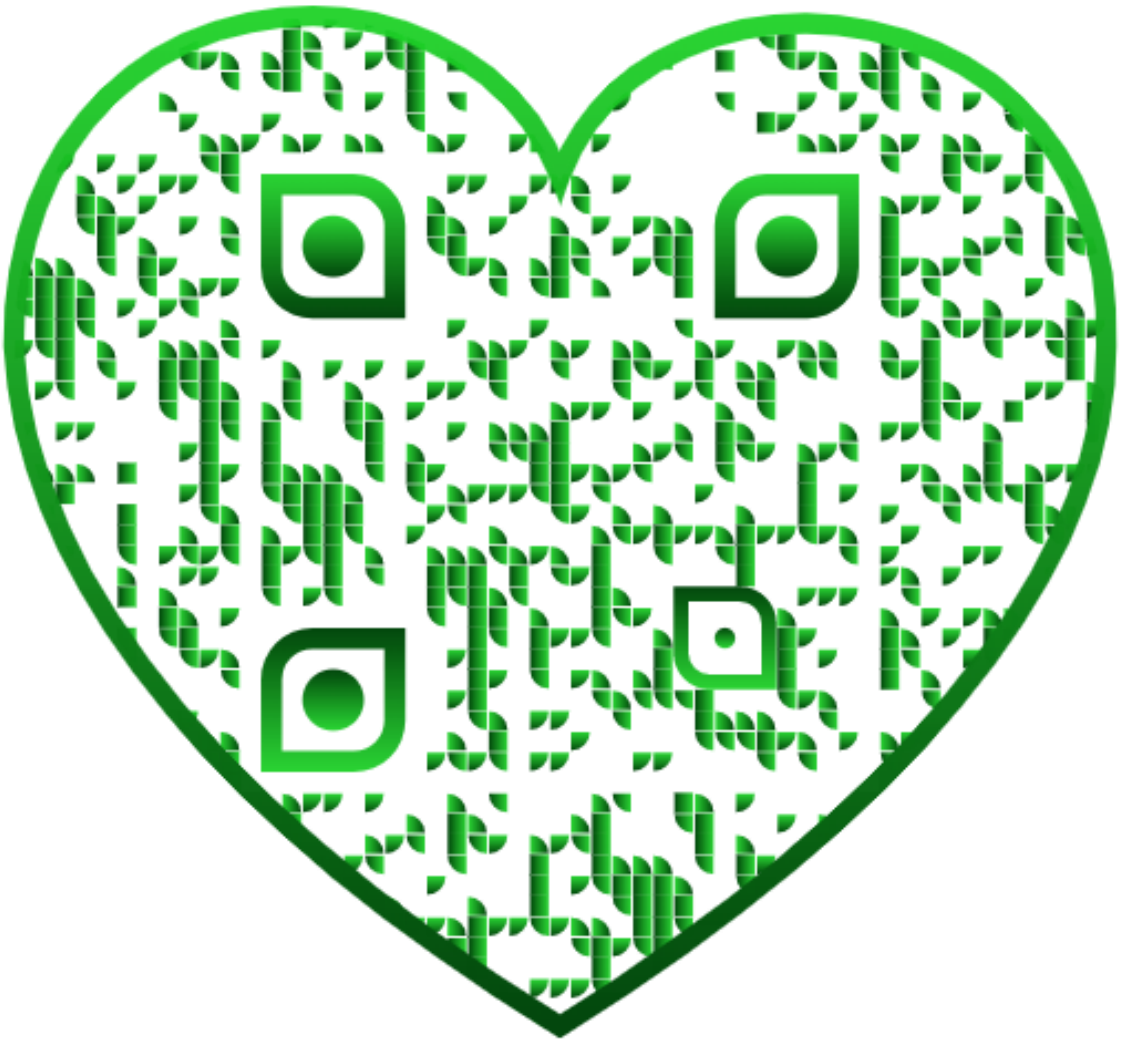
THE
COYAME
INCIDENT
UFO Crash Near
Presidio, Texas
Noe Torres &
Ruben Uriarte
A New Look at the Amazing "Mexico's Roswell" Case of 1974



The Coyame Incident
UFO Crash Near Presidio, Texas

By
Noe Torres and Ruben Uriarte

Edinburg, Texas

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1. BEGINNINGS by Noe Torres

The story of the Coyame UFO Incident first gained worldwide attention when cable television's History Channel featured the case on its documentary series *UFO Files* in an episode called "Mexico's Roswell." The show, for which author Ruben Uriarte served as a consultant, was aired on December 12, 2005 and became an immediate sensation. The History Channel quickly realized it had a powerful story on its hands and reused the 2005 footage in a number of other UFO documentaries in subsequent years both for U.S. and international distribution.

The *UFO Files* segment is how most people throughout the world first heard the story that radio host George Noory calls "more amazing than the U.S. Roswell." In brief, the story revealed that on August 25, 1974, a small plane headed from El Paso, Texas to Mexico City had a mid-air collision with an unidentified flying object in the skies just northwest of the Texas border town of Presidio. After the crash, soldiers from both Mexico and the U.S. attempted to recover the fallen UFO, resulting in the disasterous deaths of the Mexican soldiers, who succumbed to a mysterious contaminant. Afterward, American troops, arriving in a helicopter convoy, took the UFO back to the U.S. after setting off an explosion to destroy all remaining evidence at the scene.

That is the essence of the story; however, as people often say, "the devil is in the details." Ruben Uriarte and I have been studying this case since 2005, traveling to the crash site several times, interviewing witnesses, doing library research, enlisting the help of other investigators, and appearing in the media and in public to appeal for more witnesses to come forward. Slowly, we have collected a large database of compelling information related to this case. Does any of our data qualify as "the smoking gun" that finally proves the Coyame Incident really happened? No, but as is the case in many other UFO investigations, the circumstantial evidence continues to build on a daily basis, even as unknown agents seem to be actively working behind the scenes to prevent the whole truth from ever getting out to the general public.

Filming with the History Channel near Coyame, Mexico

In 2006, we began working on our first book about this case, titled *Mexico's Roswell: The Chihuahua UFO Crash*, which was a starting point, containing the essential facts of the case and a narrative about our first field investigation to where the incident occurred. The book was so well received that we published an updated second edition two years later.

This latest book is a continuation of our quest to find the truth about what really happened in August of 1974, incorporating some of the content from our previous editions and adding the latest developments. New details have emerged. More witnesses have come forward. Additional evidence has been found. Although dismissed by skeptics as a fable, the Coyame UFO Incident refuses to go away.

On February 20, 2008, the History Channel aired a new program about Coyame on its *UFO Hunters* series. In the show "Crash and Retrieval," cameras followed Ruben Uriarte and me as we returned to the scene of the Coyame Incident and "re-created" our previous discoveries of several mysterious sites related to the case. The production crew instructed us to behave as though we had just made the finds for the first time in order for them to capture the "drama" of the moment.

The *UFO Hunters* report on Coyame actually became one of the series' most popular segments during its three-year run on television. Clips from our filming in Coyame were shown on CNN's *Larry King Live* television show

on July 11, 2008.

The public's interest in the Coyame UFO Incident has continued to grow over time. On June 21, 2013, the History Channel premiered yet another program on Coyame, as part of a series for Latin America called *Contacto Extraterrestre* (Extraterrestrial Contact). The series, available only in Spanish, featured a show about Coyame titled "Secretos Militares" (Military Secrets).

Meanwhile, since 2005, Ruben and I have presented our evidence regarding Coyame on numerous TV and radio shows, and at many UFO conferences and festivals. We have made multiple appearances on *Coast to Coast AM*, the Jeff Rense Program, the Jerry Pippin Show, and many others. We have lectured about the Coyame case at the Las Vegas UFO Crash Retrieval Conference, the Roswell UFO Festival, the Laredo UFO Conference, as well as other events. Given our years of looking into this case and developing leads, we feel that we now have a strong grasp on the events surrounding this case, although it is obvious that much more discovery still lies ahead.

"Most people write about the Coyame case, but they never actually come here to investigate," one of the townspeople told us back in 2006, during one of our first visits to the area where the case unfolded. The local residents were very happy to talk to us, and they provided us with amazing information. Ruben and I have spent many hours in and around the small town of Coyame, Mexico, as well as on the U. S. side of the international border.

We were very gratified when in 2012 the city of Presidio, Texas decided to hold a UFO festival based largely on the work we have done on this case. Presidio is the largest U.S. population center that is closest to the site where the incident happened. It turns out that some of Presidio's civic leaders had obtained a copy of our first book *Mexico's Roswell* and became interested in holding an event that would both commemorate the incident and allow an opportunity for more witnesses to come forward. As it happened, both of those goals were accomplished, and all of us involved in the first annual "Border Zone International UFO Festival," held in October 2012, were extremely happy at the outcome. Chapter 15 of this book covers the Festival in detail.

The Coyame Incident has been called the most significant UFO event since the Roswell saucer crash of 1947. Dubbed "Mexico's Roswell," the

Coyame case actually might one day achieve a higher significance than Roswell.

In this, our most detailed look at the case ever, we examine closely the events of August 1974, when the rugged, lonely stretch of desert northwest of Presidio, Texas, suddenly became a whirlwind of activity, as two governments raced to recover the remnants of what witnesses say was a vehicle from another world.

The story of what happened in 1974 near Presidio rivals the most intensely exciting science-fiction tale ever, and yet those of us who have studied it carefully have the distinct suspicion that it is *not* fiction. Although concrete physical proof is, for the time being, lacking, this amazing story continues to captivate the imaginations of millions of people throughout the world.

Edgar Allan Poe once wrote, “Is all that we see or seem but a dream within a dream?” We challenge our readers to read this book with an open mind and a sense of child-like wonder. Let us concede the possibility, however frightening, that there may be unseen forces at work in the universe around us that we do not yet fully understand

Noe Torres

2. A STREAK IN THE NIGHT

The strangest of all things began with the dull routine of a hot summer evening at the United States Naval Air Station in Corpus Christi, Texas on Sunday, August 25, 1974. After a day in which temperatures soared to 87 degrees, activity at the naval base slowly wound down for the evening. By 9 p.m., the weather station at the base registered a temperature in the upper 70s with a six mile per hour breeze from the southeast blowing across the warm waters of the Gulf of Mexico.

As the weekend came to a close, some of the base personnel watched television, while others listened to their radios. Local baseball fans reveled in the news that the Houston Astros defeated the Philadelphia Phillies 5-0 in a game played earlier in the day at Houston's Astrodome, 150 miles north of Corpus Christi. On television, George Pal's celebrated 1953 science-fiction movie, *The War of the Worlds*, ran on a number of CBS affiliates.

In news of the day, Gerald R. Ford was settling in as President of the United States, after taking over on August 9 from the Watergate-troubled Richard Nixon. The *New York Times* announced that *Tinker, Tailor, Soldier, Spy* by John le Carre was number one on its weekly list of best selling novels. The *Los Angeles Times* Sunday edition spotlighted plans to set up an array of radio telescope antennas in New Mexico, designed to intercept radio signals from outer space. "Contact with other cultures could provide answers to many fascinating and fundamental questions," the article said.

A long way from Corpus Christi, ex-Beatle John Lennon was also wondering about contact with other worlds. He had called New York City police two days earlier, on August 23, claiming that he had seen a "flying saucer" from the terrace of his East Side apartment. Lennon's personal secretary, May Pang, later recalled, "He kept screaming for me to join him in that instant. As I walked out onto the terrace, my eye caught this large, circular object coming towards us. It was shaped like a flattened cone and on top was a large, brilliant red light…." Others also reported seeing a mysterious object in the skies over New York at about the same time.

Back in Corpus Christi, the subject of flying saucers was farthest from the minds of local residents. The largest city on the Texas Gulf Coast and the

sixth largest port in the U.S., Corpus Christi had a 1974 population of about 280,000 people. The petroleum industry, the Naval Air Base, and local colleges and schools were the area's largest employers. Though it was one of the state's most populous cities, Corpus Christi in 1974 retained a close-knit, small-town feel, heavily influenced by its largely Hispanic population. The city's claim to fame in the 1970s was that it was the hometown of Farah Fawcett-Majors, one of the most popular models and television actresses of the decade.

On August 25 at 10:00 p.m., Corpus Christi residents were turning in for the night, preparing themselves for the start of another workweek. One more warm summer night was upon them, and their cool, air-conditioned bedrooms beckoned.

At precisely 10:07 p.m. Central Daylight Time, the quiet radar screens at two different military installations along the Texas Gulf Coast lit up with the image of an unknown aircraft that suddenly appeared approximately 200 miles out in the Gulf of Mexico, headed inbound toward Corpus Christi. Radar operators watched in stunned silence as the streaking object reached speeds of over 2,500 miles per hour while flying at an altitude of 75,000 feet.

Manmade jet aircraft of the time could barely make 2,200 mph and rarely flew above 50,000 feet. Therefore, an immediate concern was that the unidentified craft could be an enemy ballistic missile that had just dropped down out of the earth's atmosphere and was headed for Corpus Christi, a key port city.

If the strange object continued its course, it would intersect the Texas Gulf Coast about 40 miles south of Corpus Christi, in Kenedy County, just south of Baffin Bay. This sparsely-populated, brush-covered area of the state is the site of the huge ranching operation of the King Ranch, whose headquarters are located in the nearby town of Kingsville, which is the county seat. Seconds after the object first appeared on radar, it moved to a position about 155 miles southeast of Corpus Christi. The radar image was monitored closely by Long Range Radar (LRR) at Ellington Air Force Base near Houston, Lackland Air Force Base in San Antonio, and the FAA radar facility in Oilton, Texas, all three of which were part of U.S. Air Defense. Undoubtedly, radar operators at the Corpus Christi Naval Air Station and the Kingsville Naval Air Station also watched nervously as the unexpected night visitor moved on a course that would bring it over land in South Texas in a matter of moments.

Air Defense Radar, Early 1980s (U.S. Dept. of Defense Photo)

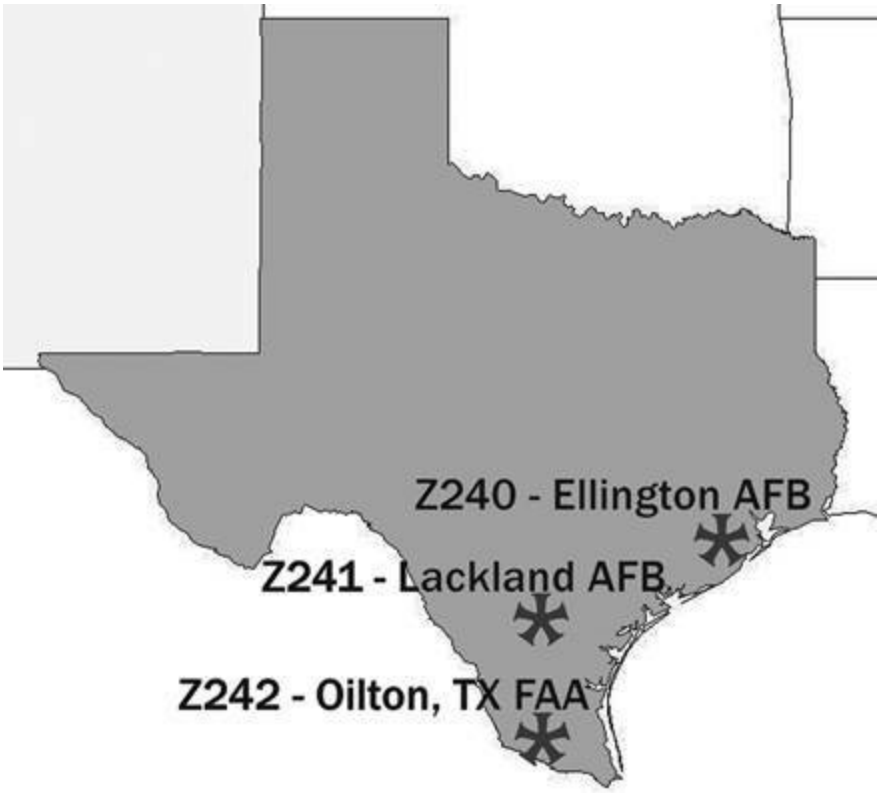
How the object got so close to the Texas coast before being detected is unknown. When first painted by radar, it was already within 200 miles of Corpus Christi. That means it either descended into the skies above the Gulf of Mexico from outer space, or it came up from below radar range and suddenly shot up to 75,000 feet. Most UFO researchers believe that the disk dropped down through the atmosphere from an orbit around our planet.

As radar observers continued to monitor its trajectory, the object suddenly slowed to about 1,950 miles per hour, simultaneously turned to a heading of 290 degrees, and began descending. To radar observers, the object's sudden and precise maneuvers indicated that it was under intelligent control. Radar operators made a note that the object's new course would take the airship toward the southernmost tip of Texas, close to Brownsville, another key Texas port city. Was this a missile that was now being diverted to another strategic U.S. target?

In the early stages of this sighting, some observers believed that the object might be a meteor because of its high speed and descending flight path. However, the sharp thirty-five degree change in direction and the controlled manner of descent quickly dispelled the notion that this was a meteor.

Given the object's strange behavior, U.S. air defense alerts were issued, and military jet fighters were prepped to intercept the object. As military authorities along the Gulf Coast grew increasingly alarmed at the potentially dangerous situation, radar images continued to show the mysterious aircraft as it approached the Southern Gulf of Mexico, with a course that was

trending south. The object was still descending.



Map Showing Texas Long Range Air Defense Radar Sites in the Early 1970s

Brownsville, with a 1974 population of 52,000 people, sits right at the mouth of the Rio Grande River, and is the farthest point you can travel south and still be in the United States. On this strangest of nights, most residents of Brownsville were completely unaware of a strange glowing object tracing a line across the night sky southeast of the city. The unknown craft was easily within range of civilian radar at the small Brownsville airport, although no log entries were made about it. If spotters in Brownsville were tracking it, they were no doubt relieved when the object roared past them, still skirting the Texas coast.

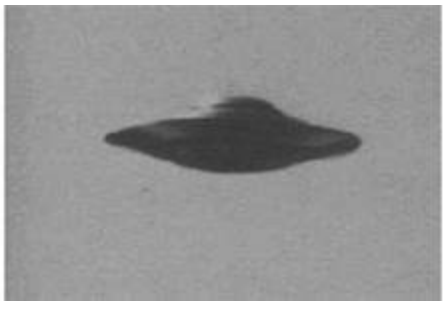


Photo Showing Object Similar to the Coyame UFO (NICAP)

At approximately 10:10 p.m., the luminous southbound streak suddenly veered to the west and entered Mexican airspace about forty miles south of Brownsville, along a desolate stretch of the northeastern coast of Mexico.

From an original altitude of 75,000 feet, the disk had gradually descended, levelling off at 45,000 feet as it came over land in Mexico. It continued descending in a series of "steps," with each new altitude being maintained for a short period. The intelligent, controlled descent was later described by author Ruben Uriarte to the *History Channel*, "This object was traveling and descending through steps, unlike that of a meteor which is more of an arc."

Traveling at close to 2,000 miles per hour while continuing to descend, the object moved to the west-northwest, a blazing fireball racing over the Mexican states of Tamaulipas, Nuevo Leon, Coahuila, and Chihuahua. UFO researchers point out that its course steered clear of major population centers from which military aircraft might be scrambled and missiles could be fired.

While the mysterious object maintained its course over sparsely populated wilderness areas of northern Mexico, U.S. military officials closely tracked the aircraft, worried that in a moment it could turn northward and cross the international boundary between Mexico and the United States. As it darted across northern Mexico, staying just south of the Rio Grande River, the flying disk came within radar range of the Air Force Base at Laredo, Texas, and was likely also picked up by radar at Laughlin Air Force Base, near Del Rio, Texas.

Traversing the skies over Coahuila state, the object, now moving northwest, zoomed past a very strange region of Mexico known as *La Zona del Silencio*, the Zone of Silence. Located about 200 miles south of Presidio, the area has been called "Mexico's Bermuda Triangle." In addition to numerous sightings of UFOs and mysterious beings, the area is said to generate enigmatic waves of electromagnetic energy that can disrupt radios, telephones, aircraft instruments, and other devices.

Approximate UFO Flight Path (Map Courtesy of U.T. Austin Libraries)

It was over the northern part of this strange region that the unknown object of August 25, 1974 flew, as it streaked across Mexican airspace, seemingly avoiding the U.S. boundary. Within 30 minutes after it was first noticed on radar off the Corpus Christi coast, the object had traveled 500 miles and was now blazing across the skies of the rough and desolate Northern Mexican state of Chihuahua, within forty miles of the Texas border. Then something totally unexpected and unprecedented happened.

The strange craft that caused so much consternation and triggered such an intense concern on the part of the U.S. air defense network suddenly and mysteriously vanished from all radar screens. In a second, the blip on radar winked out of existence, leaving radar operators wondering if they had just seen a ghost.

Observers speculated that the object had dipped below the radar's horizon. Military officials continued to monitor radar screens, watching for signs that the object had re-emerged. When no such signs appeared after twenty minutes, the alert was cancelled, and plans to scramble military aircraft to intercept were abandoned.

But the incident was just beginning….

3. JUST A PLANE CRASH?

About half an hour before the strange object was first spotted on radar off the Texas coast, a small civilian aircraft took off from the El Paso (Texas) International Airport. The takeoff was at approximately 9:30 p.m. on August 25, 1974. El Paso's temperature was in the mid 70s with 74 percent humidity, winds at six miles per hour, and visibility at 31 miles. Isolated thunderstorms in the area had produced less than a tenth of an inch of rain during the day. Sunset was 7:38 p.m. Mountain time, with civil twilight ending at 8:03.

Cessna 180 (Courtesy Wikipedia – Spartan7W)

The small aircraft and its occupants, whose identities remain unknown, headed southeast from El Paso quickly crossing the international boundary into the Mexican state of Chihuahua. Some investigators believe the airplane, which was of Mexican registry, may have been a Cessna 180 or similar model. It traveled at about 150 miles per hour and at an altitude somewhere between 3,000 and 7,000 feet, as it headed over the craggy mountain ranges of Northern Mexico.

Map Marker Shows Crash Area
(Map Courtesy of U.T. Austin Libraries)

About 200 miles southeast of El Paso, after a flight time just over an hour, the small plane flew over the jagged peaks below, moving south toward the sleepy Mexican village of Coyame, Chihuahua, within fifty miles of the Texas border. The plane's last reported position was about 100 miles northeast of Chihuahua City, one of Mexico's largest cities. Historical weather data shows that Chihuahua was experiencing temperatures in the mid 70s, humidity at 71 percent, visibility at 19 miles, and winds at 11 miles per hour. Storms in the area had produced an inch of rain. Just east of Coyame, across the Rio Grande River, is the Texas border town of Presidio, a community of about 5,000 residents and one of the oldest settlements in the United States. Presidio is in an area of Texas that has long been associated with mystery and the supernatural.

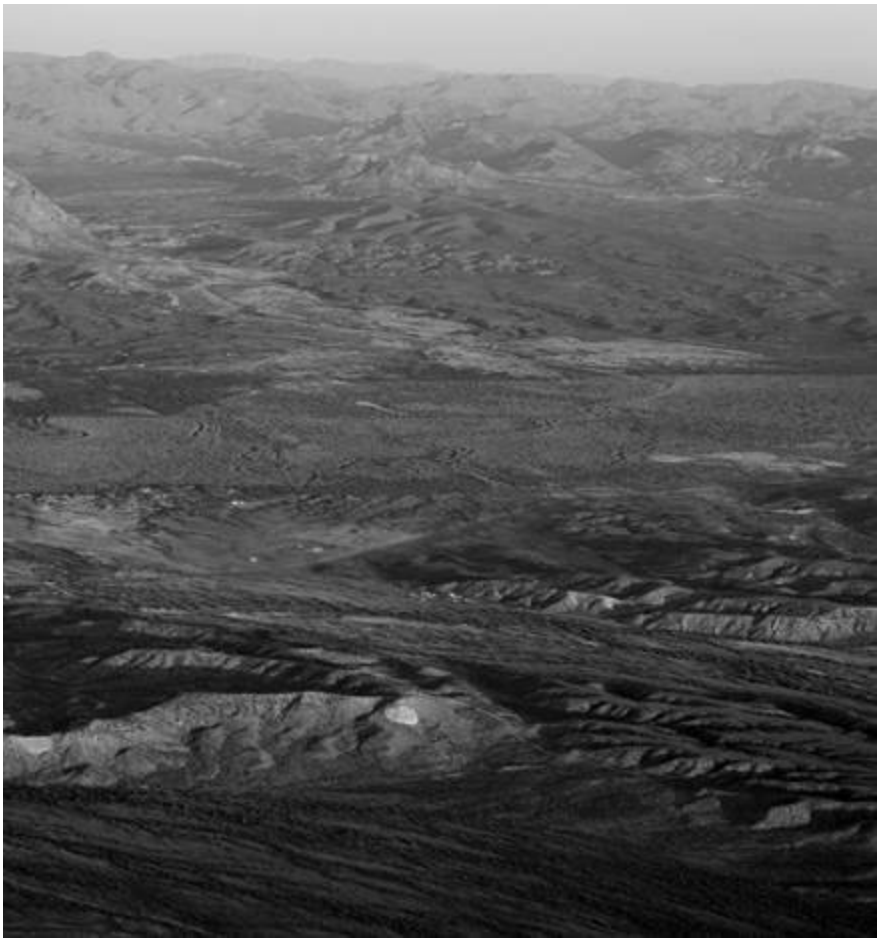
Artist's Representation of Crash (by Noe Torres)

Near Presidio are the Chinati Mountains of West Texas, which for many years have been the setting for strange, unexplained flickering lights whose origins remain unknown to this day. From the nearby town of Marfa, observers looking back south toward the 7,728-foot Chinati Peak often see strange colored lights that randomly appear and disappear among the mountain peaks. These so-called *Marfa Lights*, which some people believe may have a connection to UFOs, have been seen in this region since the time of its earliest settlers.

About ten miles farther north is the eerie, isolated "ghost" town of Shafter, Texas, where parts of the acclaimed science-fiction movie *The Andromeda Strain* were filmed. In the 1971 movie, based on a novel by Michael Crichton, an object from space crashes in a small town and unleashes a lethal extraterrestrial virus that scientists fear will soon engulf the entire planet. Among the actions taken to contain the virus, the U.S. military obliterates the town using a low-yield nuclear device. Critics praised the film for accurately describing how U.S. authorities might actually respond to an extraterrestrial biological infestation. It is indeed a remote and mysterious area of North America.

It was near there that the flight of the small airplane ended on August 25, 1974. Sometime around 10:30 p.m., the plane suddenly disappeared from radar screens and was presumed to have gone down in the vicinity of Coyame, Chihuahua.At about 11:00 p.m., persons monitoring civilian radio traffic in the area heard a report that a small aircraft had crashed near Coyame. Word quickly reached military officials in nearby Chihuahua and Ojinaga, and plans were set in motion for a search and rescue operation to

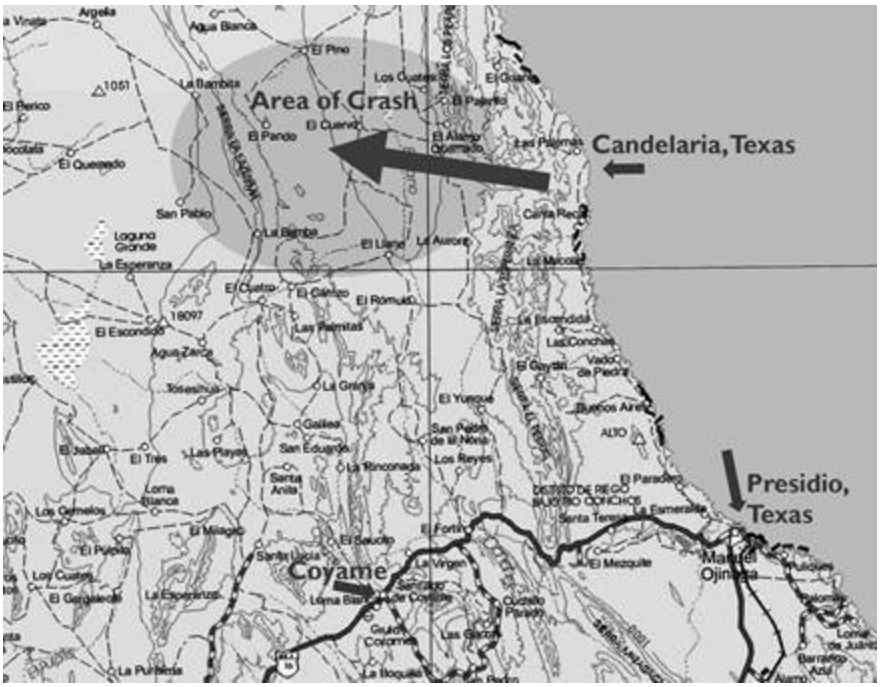
begin at daybreak. A search of this remote, forbidding landscape in the darkness of night would certainly prove fruitless. As far as anyone knew at this point, the incident was simply a crash of a small airplane carrying one or two persons into the jagged mountain peaks of northern Mexico.



Aerial View of El Llano UFO Crash Site (Photo by Brad Newton)

Interestingly though, the private aircraft disappeared from radar at the exact time that radar contact was lost with another aircraft flying in the same area. That other craft was the strange object that traveled across the Gulf of Mexico and into Northern Mexico before vanishing without a trace.

It was only a matter of time before investigators concluded that the two aircraft had collided somewhere over the mountains north of Presidio, in the area of Coyame. The crash took place at an altitude of between 3,000 and 7,000 feet, with the small plane traveling south-southeast at about 150 mph and the UFO traveling west-northwest at about 1,500 mph.



Map Showing the Approximate Crash Site

Author Ruben Uriarte believes that a factor in the crash was the presence of the many rocky mountain peaks that rise up all around the area of the accident. Uriarte says, “What I found fascinating was that the crash may have been caused by both craft colliding at a lower altitude due to their vision being blocked by a high peak, hills, or mountain. In other words, both craft met at an intersection of the mountain. If the plane was flying south and the craft was flying west, the pilot couldn’t have seen anything on his left until he cleared the mountain, colliding with the craft in front of him. In addition to this, the darkness of night was another key factor.”

Uriarte gives the example of a vehicle approaching an intersection where the driver’s vision is blocked by a large building located immediately to his left. As he is completely blind to any traffic coming from the left, if he proceeds into the intersection, there is always a chance of a collision. In addition, Uriarte says, the airplane pilot may have been temporarily distracted or may have suffered an instrument malfunction. Blinded by the surrounding peaks, some of which tower close to 5,000 feet, the two aircraft came to a sudden and unexpected union. The two blips on radar screens suddenly became one and then disappeared.

Both aircraft spiraled out of control and crashed in the rugged desert below. As military officials on the north side of the Rio Grande River started putting the radar evidence together, they became convinced that the

unidentified flying object that lit up military radar screens and caused the U.S. air defense network to go into alert mode was now on the ground. It was lying somewhere amid miles of rocks, cacti, chaparral, and agave plants in a mountainous region near of Coyame, Chihuahua, Mexico.

Because the U.S. helicopters that recovered the crashed disk entered Mexico at a point just north of Candelaria, Texas, UFO researchers believe the recovery site was in the desert immediately west of Candelaria and just north of the town of Coyame.

Among those who believe that this vast, harsh ranching country is where the 1974 crash occurred is Gilberto E. Rivera Altamirano, director of GIFAE (Group for the Investigation of Aerial Phenomena) in Chihuahua City. A vast flat plain called *El Llano* dominates the area of the suspected crash location. One would be hard pressed to find a more desolate, rocky wilderness in all of northern Mexico. As in other UFO cases, this event became closely associated with the name of the largest town in the area, although the crash site is estimated to have been perhaps as much as 50 air miles away from the actual town of Coyame, which has created confusion in the minds of UFO investigators.

Some journalists have arrived in the town of Coyame, expecting to find evidence of the UFO crash somewhere in the middle of town. The express frustration at finding nothing and finding few people who have much information about the Coyame Incident.

The desert region surrounding Coyame is one of extreme desolation and mystery, according to Jorge A. González Almeida, an attorney in Chihuahua City, who has been a frequent visitor to the area since his childhood and owns almost 30,000 acres of desert land northeast of Coyame. “I have spent a lot of time, since my youth, hunting in this land,” González explains, “And I have seen a lot of strange, unexplained things in the skies above the ranches.” González told the authors, “I personally have witnessed numerous unexplained phenomena in this area, and I have also heard many stories from others.”

Authors Noe Torres (left) and Ruben Uriarte (right)
During Recent Visit to Candelaria (Photo by Brad Newton)

"The mountains in this region are rich in uranium," González says. "The local people say that the abundance of uranium sometimes causes these strange glowing lights and other phenomena, but I personally don't think it's the uranium." Interestingly, many UFO sightings over the years have been reported in and around uranium-rich areas all around the world, including South America, Africa, Europe, and the United States.

The Vast Plain Known as "El Llano" Located North of Coyame
(Photo by Ruben Uriarte)

Given their relative isolation and mostly uneventful history, the local residents had little reason to suspect that their area was about to become the focal point of an event of staggering proportions. Little did they realize that on that warm August night in 1974, this remote region was about to move front and center in an amazing race between two governments reportedly to recover extraterrestrial technology from a crashed spaceship.

4. SOMETHING ELSE CRASHED HERE

Because the crash of the two aircraft occurred in the dark of night along a harsh stretch of the Chihuahuan Desert far from the nearest town of any size, no attempts were made to locate the wreckage until the following morning -- Monday, August 26, 1974. As U.S. authorities analyzed the radar data from the night before and began to suspect that the unidentified flying object they had tracked did in fact collide with the private airplane, Mexican aviation officials mounted a search near Coyame. Since the plane was registered in Mexico and the crash occurred in Mexico, it was clearly their case, despite the flight having originated in El Paso.

At 8:00 a.m., some nine hours after the small plane disappeared from the skies north of Coyame, the Mexican rescue effort began. As dawn broke over the area, a spotter plane circled the mountainous region around Coyame, looking for evidence of wreckage. The plane was most likely dispatched from Chihuahua City, 100 miles to the southwest. With a population close to half a million inhabitants, Chihuahua City is home to two major bases of the *Fuerza Aerea Mexicana* (Mexican Air Force). Although the Mexican military may not yet have been aware of the reported crash of an unidentified flying object, they clearly knew that a small aircraft bound from El Paso to Mexico City had gone down somewhere north of Coyame, in the midst of a wide expanse of craggy ranchland. The troops were most likely summoned from the Mexican army base in nearby Ojinaga.

Unknown to the Mexicans involved in the rescue effort, electronic surveillance from across the Rio Grande River was closely monitoring all their moves and all radio communications regarding the attempt to locate the downed aircraft. The events of the night before and the possibility of a crashed extraterrestrial airship had brought America’s considerable intelligence resources to bear in the scrutiny of what appeared on the surface to merely be an attempt to find a small plane that crashed in the Mexican desert nine hours earlier.

El Paso Electronic Surveillance Center (U.S. Border Patrol)

Significant U.S. military intelligence gathering assets were available at Fort Bliss, a mammoth U.S. Army base at El Paso. Fort Bliss had been the home of sophisticated electronic information gathering efforts since at least the early 1970s. Established at the base in 1974, the El Paso Intelligence Center (EPIC) was assigned the task of monitoring the U.S.-Mexico border as part of the effort to stem the flow of illegal drugs and immigrants into the United States.

Another available surveillance resource for the U.S. military was its fleet of Keyhole KH-9 spy satellites, known as “Big Birds.” First put into orbit in 1971, the Keyholes eventually numbered twenty and were capable of focusing in on an object on the ground as small as six inches. Flying at altitudes between 175 and 625 miles above the earth, the KH-9 satellites used conventional cameras to capture thousands of photographs in four huge film canisters, which were then dropped to Earth.

Also, U.S. military planes were available to fly over the Coyame crash site to take photographs and capture data. The EP-3E Aries I electronic surveillance aircraft, which entered service in 1971, was in the military’s repertoire and available for use in the Coyame surveillance. Also available were military jets originating from Fort Bliss or from the Air Force bases in Del Rio and Laredo. The military was certainly well-equipped to deal with the situation.

HEXAGON (KH-9)
AMERICA'S EYES IN SPACE
Hexagon provided the U.S. with impressive broad-area search & mapping capabilities from June 1971– April 1986.
THE HEXAGON SYSTEM
MAPPING CAMERA SYSTEM
FILM RECOVERY (2)
STEREO PANORAMIC CAMERAS
PROGRAM FACTS
Missions: 20, 12 with the MCS (19 successes)
Mission Length : 124-day average
Imaging Days: 31-270 days
Altitude: 80-370 nautical miles
Roll Control: attitude control gas
Payload Weight: 7,375 lbs
Image Retrieval: Film Return Capsule
Program Coverage: 877 million square miles
PANORAMIC OPTICS/IMAGING
Camera Developer: Perkin-Elmer
Lens: f/3.0
Aperture: 20 inches
Focal Length: 60 inches
Image Resolution: 3-2 feet
Film Length: 320,000 ft (60 miles)
Film Width: 6.6 inches
Fact Sheet on 1970s U.S. Spy Satellite (NRO)

Sometime during the nighttime hours of August 25, 1974, the site of a seemingly routine aircraft crash about thirty miles from the Texas border had suddenly blossomed into a global intelligence hotspot that was starting to draw more and more of America's military surveillance resources.

Beginning at about 8:00 a.m. on August 26, the electronic listening assets began picking up radio traffic from the Mexican military personnel who were flying over Coyame looking for the site of the small airplane crash. At 10:30 a.m., amidst the crackle of the faint Mexican radio signals, U.S. listeners heard a Mexican military pilot report that he spotted from the air signs of a wrecked aircraft in the desert near Coyame. The crashed plane was characterized as having been "almost totally destroyed."

So far, this was a routine airplane crash investigation. The wreckage of the Mexico City-bound civilian aircraft had been found. The Mexicans would likely next assemble a team to visit the site, search for survivors, and inspect the wreckage. To the anxious listeners north of the Rio Grande River, nothing had been said to arouse any further interest on their part.

Suddenly, the radio crackled again with a message from the Mexican pilot about a second downed "plane" just a few miles from the first wreckage. Whereas only scattered debris remained of the small airplane, the second craft was described as being nearly intact and circular in shape with a silver metallic finish that glinted in the hot Mexican sun. The pilot noted that the gleaming disk showed some signs of superficial damage but that it was still "in one piece."

The stunning news on the intercepted radio transmission caused a sudden

flurry of activity on the U.S. side of the border, as military personnel rushed to inform their superiors of the Mexican discovery. Plans were quickly drawn up to bring even more surveillance assets to bear on the Coyame crash and also to prepare a U.S. military team for rapid deployment into Mexico to recover the mysterious disk.

U.S. hopes for a continued stream of information from Mexican radio intercepts were quickly dashed. Shortly after the Mexican pilot's statement that he had found a second crash site, a voice came over the receiver announcing that "radio silence" was in effect. No further discussion about the discovery of the crash sites was permitted on the airwaves.

1970s CIA Headquarters Building at Langley, Virginia (CIA Photo)

Despite the loss of Mexican radio transmissions, the gears of the U.S. military and intelligence machinery were already in motion. From the electronic surveillance center at El Paso's Fort Bliss, the message about the crashed UFO was undoubtedly quickly passed to the Central Intelligence Agency, which immediately became involved in the matter.

Shortly after the call came in to CIA Headquarters at Langley, Virginia, CIA Director William Colby may have contacted newly appointed U.S. President Gerald R. Ford to apprise him of the rapidly developing situation along the Texas-Mexico border.

Not one to shy away from the topic of UFOs, President Ford, when he was majority leader in the U.S. Congress in 1966, said, "I believe Congress should thoroughly investigate the rash of reported sightings of unidentified

flying objects … because the American people are intensely interested in the UFO stories, and some people are alarmed by them." His comments about the need to investigate UFOs are cited often, even today, by UFO researchers.

President Ford, Circa 1970s (U.S. Government Photo)

Ford's eagerness to investigate UFOs vanished inexplicably after he assumed the presidency in August of 1974. UFO enthusiasts have speculated that certain key intelligence officials may have conspired to keep UFO information away from President Ford. Others claim that, in the wake of evidence such as that gathered in the 1974 Coyame crash, the president may have changed his viewpoint and joined those who believe it is in society's best interest to keep UFO truths hidden.

In any event, the reported crash of a UFO near Coyame, Chihuahua sent shockwaves through the U.S. intelligence community, and within hours after the Mexican radio transmission was intercepted, Central Intelligence

Agency operatives were at Fort Bliss in El Paso, busily assembling a UFO recovery team. The team's stealthy mission was to make a rapid entry into the territory of a foreign country to recover, if possible, the artifacts of a crashed extraterrestrial spacecraft.

It is reported that U.S. intelligence agencies maintain rapid-deploy recovery teams ever "on the ready" for quick missions such as the Coyame crash retrieval. UFO researcher Elaine Douglass, before the Coyame event became public, interviewed a soldier in Washington, D.C. who told her he served on a number of these crash retrieval missions. Douglass said, "He made it plain that recovering extraterrestrial physical evidence was one of types of missions that his team and other teams like it were prepared to undertake and had undertaken."

Unlike the 1947 UFO crash near Roswell, New Mexico, which took place when the U.S. intelligence community was in its infancy, the Coyame crash occurred after the intelligence agencies were seasoned by many years of Cold War experience and by the Korean and Vietnam Wars. By 1974, the United States had the military and intelligence wherewithal to quickly and efficiently respond to an incident like the Coyame crash.

5. RACE AGAINST TIME

Early in the afternoon of Monday, August 26, 1974, a convoy of Mexican military vehicles, operating under strict radio silence, made its way across the harsh Chihuahuan desert near Coyame toward the crash sites of the two aircraft. Shortly after the spotter plane's discovery, the convoy rumbled out of Ojinaga, about 60 miles away, with up to 24 soldiers and several vehicles that included large flatbed trucks with winches and a number of jeeps. The convoy headed west along the Ojinaga-Chihuahua highway but then turned north into the desert some 20 miles before reaching Coyame, probably in the vicinity of El Fortín. Once in the desert, the soldiers could follow a well-marked system of dirt roads enabling them to easily reach their destination and then continue on all the way to Chihuahua, if that was where they had been instructed to go after making the retrieval.

U.S. government officials, worried that they were quickly losing their chance to learn more about the strange object that crashed in the Mexican desert, contacted their counterparts in the Mexican government, requesting permission to "assist" with the recovery of the wreckage. An anonymous source later said that communication between the two governments was held "at the highest levels," as the U.S. argued that it should be involved in the recovery effort because the crashed civilian aircraft had departed from U.S. soil. It is also possible that the U.S. told the Mexicans that the unknown aircraft had caused an alert of U.S. air defense systems prior to its disappearance near Coyame.

According to the anonymous source that disclosed this case, the Mexican government was hesitant to allow U.S. involvement early in the recovery operation. Further, the Mexicans insisted that they knew nothing about a second airship and stated that their operation was simply a routine recovery of a crashed plane. As high-level communications between the two governments continued on August 26, Mexican authorities held firm that they had nothing more than a plane crash.

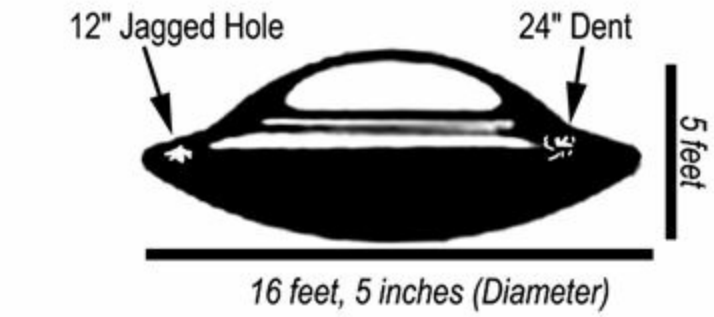
The Mexicans had a pattern of behavior that had been established during a number of previous crashes of U.S. test missiles (and possibly UFOs) in Northern Mexico. The Mexican military typically conducted a search,

temporarily controlled the crash site, sifted through the debris looking for anything of interest, but quickly yielded to U.S. recovery teams when they arrived. This pattern emerged during V-2 missile crashes near El Paso in the late 1940s and extended into the 1970s, including the July 11, 1970 crash of an Athena intercontinental ballistic test missile near Durango, Coahuila, Mexico.

Some UFO researchers have argued convincingly that the U.S. had secret agreements in place through its CIA operatives within the Mexican government to recover all crashed re-entry vehicles in Mexico. According to this theory, Mexico City was willing to defer to the Americans because these crash sites were dangerous and toxic places that Mexico did not have adequate technology or sufficient experience to deal with. So essentially, when an object crashed somewhere in Mexico, the U.S. was unofficially given *carte blanche* to secure the crash site and take the debris away, although this secret arrangement was not known to the general public in Mexico or to most of the nation's military commanders.

This informal agreement definitely did not always filter down the ranks to all the local divisions of the Mexican Army, and thus, it is possible that, when the 1974 crash of the UFO and plane occurred near Coyame, the Army in Chihuahua "did not get the memo," and they acted outside the range of prescribed behaviors. This theory is bolstered by the fact that the Army commander in charge of the Coyame area was suddenly and unexpectedly transferred to another post about a month after the UFO incident, according to a newspaper account in *El Heraldo de Chihuahua*. Mexican UFO researcher Alfonso Salazar said, "On September 13, 1974, approximately a month after the Coyame incident, the Mexican Army commander [for the zone that includes Coyame] was suddenly re-assigned and somebody else was brought in."

On this August afternoon in 1974, even as the U.S. offered to "assist" Mexico, possibly a signal that U.S. troops were on the way, the Mexican military convoy arrived at the desert location near Coyame where the two aircraft crashed. The Mexican team probably first visited the debris field from the crash of the small airplane. The soldiers quickly gathered up the pieces of the wrecked plane and placed them on one or more of their trucks. Earlier radio transmissions had described the small plane as "almost totally destroyed," and there were few large pieces remaining. Body parts, if found, were zipped up in body bags and added to the trucks' cargo.



Artist's Sketch of Coyame UFO, Showing Damage

The convoy then moved to the second crash site, a few miles away, where the astonished soldiers witnessed a site that none of them could have prepared for. Walking slowly across the rocky desert terrain, the soldiers carefully approached a shiny metal disk impacted into the ground.

In a document released years later, two witnesses described the disk as being sixteen feet, five inches in diameter, and equally convex on both upper and lower surfaces. There was an outer "rim" around the central circumference of the disk. This type of UFO shape has been called a "Saturn" disk or "double dome."

The height of the object was slightly less than five feet and the weight was estimated at 1,500 pounds. There were no visible portholes, windows, doors, or markings. In addition, no lights of any kind were apparent. There was also no obvious mechanism for propulsion. The external surface of the disk was like silvery polished steel.

The outer rim of the disk showed damage in two places. One damage point was an irregular hole about 12 inches in diameter with material from the metallic surface of the disk "indented" around the jagged hole. Apparently, there was nothing visible inside this hole, such as machinery or electronics. The puncture damage was believed to have resulted from the mid-air collision between the flying disk and the small civilian aircraft. This 12-inch hole in the otherwise sealed exterior of the spacecraft is of particular note. In retrospect, this cavity might have been viewed with a wary eye, for out of it could have been expelled extraterrestrial contaminants from within the ship into the environment surrounding the exterior. Although no visible venting was noted during the soldiers' cursory examination, later events suggested that something invisible to the human eye was being vented from the craft, most likely from out of this breach in the outer metallic shell of the structure.

Artist's Sketch of Crashed Disk (OJIO, Ciudad Juarez)

The other damage point was a two-foot-wide "dent." The dent may have been caused by the disk's fall to earth after its collision with the plane.

All during the time that the Mexican recovery team was busy attaching straps to the crashed saucer and hoisting it onto the bed of one of their trucks, an unknown contaminant was working on the men. Wearing no form of protective suits, masks, or gloves, the entire Mexican team was fully exposed to the mysterious agent.

Over the course of the late morning and early afternoon, as the Mexicans worked on recovering the wreckage from both crash sites, U.S. military aircraft flying at high altitude recorded observations and took photographs of the Mexican team's progress. A U.S. spy satellite, probably a Keyhole KH-9, was retasked to also take photos from orbit of the Mexican salvage operation. As the hot summer afternoon wore on, the U.S. reconnaissance assets showed that the Mexicans had succeeded in recovering all the wreckage from both crash sites and had placed each site's wreckage on a separate flatbed truck, covered by canvas.

With the wreckage safely stowed on the trucks, the convoy proceeded across the desert in a southerly direction toward Chihuahua City. For the U.S. intelligence officials watching from north of the Rio Grande River, their opportunity to intercede and gain access to the extraterrestrial artifacts was

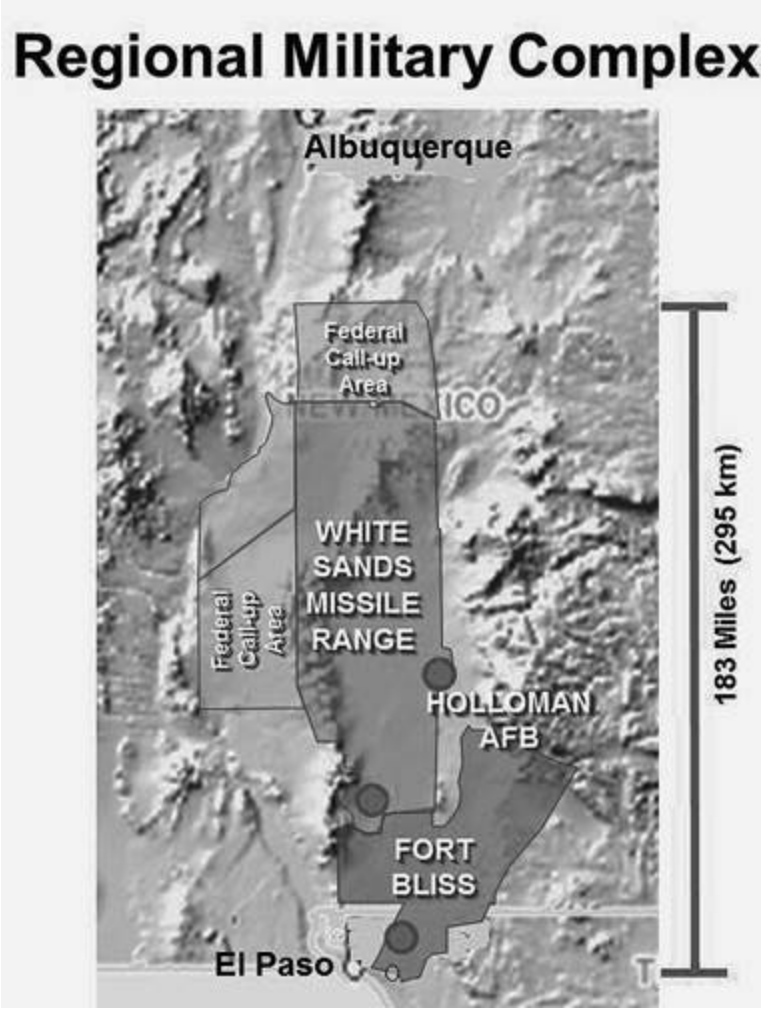
quickly slipping away.

Meanwhile, on the morning of August 26, 1974, CIA officials listened in anxious silence to the reports coming out of Mexico. From the radar data of the night before to the static-filled Mexican radio transmission about a second crash site, the chain of evidence quickly escalated the concern among U.S. intelligence officials. The CIA, which had a significant presence within the Mexican government including a number of Mexican bureaucrats on its payroll, entered the situation early on, with several other federal agencies and the military providing them with logistical support.

Immediately upon hearing that the Mexicans had found a crashed UFO, the CIA ordered a gathering of men and materiel deep within the massive Fort Bliss Military Reservation for a rapid response task force whose mission was to enter Mexico quickly and recover the alien disk. The speed with which this team assembled is staggering. The team was operationally ready to deploy by noon on August 26, less than two hours after the intercepted Mexican radio transmission about the second crash site.

The team's rapid deployment seems to fit the theory that teams such as this were already in place and on "stand by" awaiting orders. At the very least, the team was operating on a carefully pre-planned script that had already been carefully mapped out. It took an amazingly short time to bring together highly specialized personnel, equipment, supplies, and air vehicles from all over the country. The speed with which this happened argues for the existence of a "playbook," or precise formula. The UFO crash recovery operation moved flawlessly through a logical series of meticulously planned and prepared steps that immediately brought into play a number of critical U.S. military and intelligence assets, gathered from every corner of the nation.

The sprawling Fort Bliss military reservation provided the perfect staging ground for this clandestine excursion into Mexico. One of the largest Army posts in the country, Fort Bliss encompasses 1,119,700 acres. Although the main post and headquarters buildings are located near downtown El Paso, the military reservation extends for many miles beyond the Texas state line and well into New Mexico, where it adjoins the territory of the White SandsMissile Range.



Within the boundaries of this huge compound, the military conducts artillery training, tank maneuvers, Patriot missile test launches, and ground forces training. In recent years, Fort Bliss employed over 20,000 military and civilian personnel and remains one of the nation's most important military installations.

On August 26, 1974, in a highly secure area of Fort Bliss where the public is never allowed, four helicopters landed and underwent preparation for the UFO recovery mission. Based on eyewitness accounts, three of the helicopters were probably Bell UH-1 Hueys, configured for this special retrieval operation. The UH-1 Iroquis series "Hueys," used extensively in Vietnam, are flown by a crew of two and can accommodate up to 13 passengers. They fly at up to 140 mph at a maximum functional altitude of 10,000 feet. Whereas the larger helicopter would be the workhorse of the Coyame mission, the Hueys would provide extremely rapid deployment,

firepower, and additional personnel transport capabilities.

UH-1 Huey Helicopters (U.S. Air Force Photo)

The Sikorsky CH-53D heavy-lift Sea Stallion helicopter, capable of carrying up to seven tons worth of cargo, may have been used to transport the recovered wreckage back to the United States. Accommodating up to 55 passengers, the Sea Stallion would also be able to carry additional equipment, supplies, and personnel. Witnesses on the Texas side of the border, however, later said they saw a large helicopter with "twin rotors," which may indicate that a Boeing CH-46 "Sea Knight" was used instead of a Sikorsky.

The CH-46 is a medium-lift, tandem-rotor helicopter used mainly by the U.S. Marines Corp for transport.

The four helicopters being prepped in a secret corner of the Fort Bliss reservation did not look like standard military aircraft. They carried no markings or logos of any kind that would have identified them as belonging to any United States military branch or federal agency. They were painted a neutral sand color, presumably to blend more easily into a Chihuahuan Desert landscape.

Sikorsky CH-53E Super Stallion Carrying a Humvee (U.S. Marine Corp Photo)

Boeing CH-46 Sea Knight (U.S. Marine Corp Photo)

While final preparations were made on the helicopters, including the loading of all equipment and supplies for the mission, the helicopter crews remained with their aircraft and had absolutely no contact with any of the Fort Bliss personnel who were helping with the pre-flight logistics. The helicopter crews were obviously under strict orders to keep to themselves and reveal no information to anyone about the mission for which they had been briefed.

Franklin Mountains, As Seen From Fort Bliss
(Courtesy Ancheta Wis / Wikipedia)

Less than two hours after the Mexican military spotted the second crash site near Coyame, the CIA's rapid deployment UFO recovery team was fully operational and awaiting the order to "go." Among the personnel standing by to board the helicopters and commence the mission was a team of individuals specially trained for assessing and handling a scene involving extraterrestrial artifacts. Included in the team were members with significant scientific and medical training.

While the team's deployment preparations were being made, the mission's decision makers, either at CIA Headquarters or at the 4602nd Air Intelligence Service Squadron in Fort Belvoir, New Jersey, examined the latest photographs from satellite and reconnaissance aircraft. They saw that by late afternoon, the Mexican recovery team had already loaded the wreckage from both crash sites onto their trucks and was proceeding away from the area, headed south toward Chihuahua City. The U.S. officials saw that their objective was escaping them, and soon the game would be up. The time for a "go" or "no-go" decision was rapidly approaching.

It is possible that the U.S. excursion into Mexico was a foregone conclusion, part of a standard response to the crash of an unknown re-entry vehicle in Northern Mexico. The Mexican military's attempt to recover the downed UFO may have been a miscommunication. The army in Chihuahua may not have gotten the message through secret military channels to "stand down" and let the Americans enter and do their work. The Mexican military may have initially believed the incident was simply a plane crash. The Mexicans may have simply bumbled into the middle of something in which

they never should have been involved. It turned out to be a fatal error.

As the U.S. continued monitoring the activities of the Mexican retrieval team, an amazing thing happened. Another set of reconnaissance photographs showed that the Mexican convoy had stopped dead in its tracks in the middle of the desert and had not moved from the position shown in the previous set of photographs. The line of convoy vehicles had managed to travel some distance from the UFO crash site, but clearly the vehicles were no longer moving. The convoy's progress had come to a standstill in a hilly area, still far from any major roads or population centers. U.S. officials struggled to understand what might have stopped the Mexicans. Unfortunately, the high-altitude flyovers and satellite imagery were not enough to explain what happened.

The decision makers for the retrieval team ordered that a military reconnaissance jet be sent out immediately on a low-altitude, high-speed flight over the Mexican military convoy's position. Given the aircraft available in 1974, they possibly dispatched a North American RA-5C "Vigilante," a McDonnell-Douglas RF-4C "Phantom II," or a Vought RF-8G "Crusader," each of which saw significant reconnaissance duty in Vietnam. Since these aircraft travel at over 1,200 mph, each could make the 200-air-mile trip from El Paso to Coyame in ten minutes. If the aircraft launched from another airbase in Texas, the travel time would increase only slightly.

The detailed photographs returned to Fort Bliss from the low-altitude flyover depicted a troubling scene in the Mexican desert. The pictures again showed the line of vehicles making up the Mexican convoy, but this closer view showed why the vehicles were no longer moving. Several vehicle doors had been thrown wide open, and two human bodies lay in the sand beside two of the vehicles. There was no sign of any living person, and the assumption was that the other members of the Mexican recovery team were dead or dying inside the other vehicles. Clearly, a catastrophe had taken place in the desert.

The fact that the Mexicans tried to make a UFO recovery without any sort of specialized protective gear or equipment suggests that it was an ill-advised, impromptu decision made either by the commander in the field or at the army base from which the troops were dispatched. Apparently, nobody bothered to check with Mexico City, or if they did, they ignored orders to hold back and let the U.S. come in. UFO researchers who study crash retrievals say that most of the world's retrievals are carried out by the United States because of the nation's advanced technology and decades of experience in dealing with

the UFO problem.

To the mission leaders at Fort Bliss, no other decision could be made but to immediately send their team to Coyame, recover the artifacts, and neutralize any possible threat to the U.S. border only thirty miles away. Clearly, the tactical situation had changed. A lethal agent had been introduced into the mix. Something had killed the unsuspecting Mexican soldiers within a couple of hours of exposure. The causal agent could be chemical, biological, radiological, or something totally unknown. As the Mexicans were apparently not aware that they had been exposed, the killer was certainly invisible and caused no symptoms until the very end.

Prior to finally launching the U.S. recovery mission, U.S. officials likely informed their secret contacts in the Mexican government. This communiqué would have occurred at very high levels of government, during which the Americans may have emphasized the extreme peril of the contamination that the Mexican soldiers had unleashed.

It is possible that, given the frightening specter of an unknown lethal contaminant so close to the border, the Mexican government would not have protested the incursion by the U.S. task force even if the event had become generally known. UFO researcher B.J. Booth thinks the Americans decided they were moving in, regardless of whether Mexico cleared it or not. Booth says, “They can always find a way to enter foreign territory and justify it with the American people. However, dealing with the Mexican government would have necessitated them using the ploy of assistance and life saving helping hands to go into Mexico.”

The order to send the UFO recovery team was officially given but then delayed pending the arrival of more equipment and two additional team members. Since the team had `already been declared operationally ready, the decision to wait for these extra assets to arrive suggests that additional safeguards and procedures had to be put into place at the last minute in view of the presence of a lethal agent at the Mexican convoy site.

The delay in departure served one more key purpose. It allowed the U. S. team to acquire the tools it needed to assist in carrying out its mission and, if necessary, “disinfecting” the scene of the contamination. A likely last-minute addition to the recovery team’s manifest was a large-scale explosive device that could be deployed in the hot zone, possibly an MK-54 Special Atomic Demolition Munition (SADM). The MK-54 was the U.S. military’s infamous “suitcase nuke” that was developed in the early 1960s and was present in the

arsenal until the 1980s.

As a low-yield, easily transportable nuclear device, the SADM might be easily mistaken for a pack of conventional high explosives. With a minimum yield equivalent to ten tons of TNT, the SADM provided a lethally effective method of cleansing an area of biological contaminants. The small nuclear blast would virtually eliminate the chance that the contaminants would be dispersed over a wide area, as might happen with conventional explosives.

At 2:38 p.m. on Monday, August 26, with the extra equipment and personnel aboard, the convoy of helicopters lifted off from the secret location in the Fort Bliss military reservation, headed southeast along the Texas-Mexico border toward the small town of Candelaria, Texas, about 150 air miles away. The exact number of persons traveling in the four helicopters is unknown, but estimates range from 20 to 50.

Obviously, an early objective was to remain on the U.S. side of the international border for as long as possible so as not to arouse any suspicion from ground observers in Mexico. The flight along the north side of the Rio Grande River from El Paso to Candelaria took the helicopters over one of the most desolate areas of Texas. There are no major roads or population centers along this mountainous stretch, which encompasses the Quitman Mountains and the Sierra Vieja Mountains, among other ranges. Except where the helicopter convoy flew over a small segment of Interstate 10 in Hudspeth County, southeast of El Paso, this flight path offered the most stealth, thereby raising the fewest questions among local inhabitants.

As they approached Candelaria from the north, the unmarked helicopters suddenly veered across the Rio Grande River, penetrating Mexican airspace. Using the surrounding mountain ranges as cover, they continued an additional 50 to 70 miles, finally arriving at the scene of the Mexican military convoy somewhere near Coyame. Because the helicopter team veered into Mexico at a point approximately 53 air miles northeast of Coyame, the crash recovery site is generally believed to have been north or northeast of Coyame, perhaps in a large flat plain called *El Llano*. Time was of the essence, as the Americans were determined to put a stop to what seemed to be a serious threat to all life in the region.

Soldier in Chemical Protective Gear (U.S. Army Photo)

Whatever contaminant the Mexicans had unloosed from the alien ship was a mere thirty miles from the United States, and if borne across the border by air, the result might be apocalyptic. It was with a deepening sense of the importance of their mission that the team members sat quietly in their harnesses waiting to arrive in a place that was full of both earthly and otherworldly danger. The earthly peril lay in being discovered by the Mexican military. The otherworldly danger was in being exposed to a lethal agent of extraterrestrial origin. Daniel was indeed being delivered into the lion's den.

As the team approached its destination in the Mexican desert, word was passed to all team members to don their chemical protective equipment (CPE). If a lethal contaminant was still present in the area, it could begin to affect them at any moment once they approached the scene. The CPE gear offered team members head-to-toe protection against a variety of chemical and biological toxic agents. Each person's equipment included: a field protective hood and mask, a protective overgarment, vinyl overboots, and protective gloves.

In September 2012, an anonymous source posted the following additional information, still unconfirmed, about the U.S. recovery team:

At the U.S. military radar air base, four Huey helicopters were readied up as well as a 15-man recovery team to head to Coyame, Mexico. The American group included Cpt. Lawrence Merley, Lieut. Randall Bishop, Lieut. Eduardo Ramirez, Lieut. Benjamin Rodes, Sgt. Terence Miles, and Lieut. Jerome Smit, all retired U.S. armed forces personnel. The group entered Mexico surreptitiously after intercepting a Mexican radio communication giving away the location of the crash site.

6. UFO RETRIEVAL

At 4:53 p.m. on Monday, August 26, just slightly more than two hours after departing Fort Bliss, the rapid-deploy UFO retrieval team arrived over the stretch of Chihuahuan Desert where the Mexican convoy vehicles had stopped moving. As the helicopters surveyed the area before landing, the team members were struck by terror at what they saw.

Terrain North of Coyame (Ruben Uriarte Photo)

The line of Mexican military jeeps and trucks looked as if it had been frozen in time. There was absolutely no movement. As shown in the reconnaissance photos, several vehicles had their doors ajar, and the bodies of two soldiers were sprawled on the desert sand.

Slowly and deliberately, the four unmarked helicopters touched down on the desert floor a short distance away from the lead vehicle of the Mexican convoy. Moments later, dressed in full protective gear, the team members exited their aircraft and moved out to execute their carefully planned mission to recover extraterrestrial technological artifacts, neutralize any contamination, and eliminate all traces of the UFO crash. Another part of the

team, selected to provide security against any persons approaching the area while the mission was ongoing, fanned out, weapons drawn, to form a defense perimeter. Possibly, another part of the team began preparations for deployment of an explosive device to be used after the team had finished its work at the site.

A preliminary visual inspection of the scene found that all of the members of the Mexican recovery team were in fact already dead. Most of them were found slumped over inside the convoy's trucks. The cause of death was not immediately evident.

In September 2012, the anonymous Internet source mentioned in the previous chapter posted the description below, which is still unconfirmed, of the scene encountered by the U.S. recovery team:

Upon their arrival to the crash location in Mexico, the American group came across a strange metallic object in the shape of a disk with and exhibiting what appeared to be frontal impact and noticeable wreckage, together with the burned remains of the small plane, a Cessna 180. A short distance from the wreckage was also an Olive green Jeep belonging to the Mexican military and containing the bodies of four Mexican soldiers in it. The soldiers were Cptn. Rogelio Arguelles Gonzalez (B-72354), Sgt. Teófilo Margarito Puebla (B-72544), Corp. José Trinidad Meráz (A-12309), and Corp. Ricardo Velazquez (B-905523). Their bodies displayed signs of death by asphyxiation. They were also in possession of their firearms, but showed no evidence of attempting to use them.

The Deneb Report, the original source, said, "Unfortunately what caused the deaths of the Mexican recovery team is not known. Speculation ranges from a chemical released from the [UFO] as a result of the damage, to a microbiological agent. There are no indications of death or illness by any of the [U.S.] recovery team." The Mexicans apparently died from exposure to an unknown substance.

Occasionally, our readers will suggest that the Mexican soldiers were killed in order to assure their silence; however, this theory does not correlate with other known cases where the U.S. entered Mexico to retrieve fallen missiles and space debris. With CIA operatives inside the Mexican government and secret agreements in place regarding the recovery of crashed objects, elimination of Mexican citizens would be a political catastrophe. It is

almost certain that the soldiers were killed by exposure to an agent released during the UFO crash.

After a brief examination of the death scene, the U.S. team apparently made no in-depth attempt to identify the cause of death. The report states, “It would not have been illogical for the recovery team to have taken one of the bodies back with them for analysis. But there is no indication of that having happened. Perhaps they did not have adequate means of transporting what might have been a biologically contaminated body.”

Certain of the team’s personnel carried out the grim task of removing all of the bodies and loading them onto the bed of one of the Mexican trucks. Another part of the team quickly located the truck carrying the unknown spacecraft, which had been strapped to the bed of one of the trucks and covered by a large tarp. The UFO was examined very quickly, while the rest of the team conducted other phases of the mission. Several quick field tests were undoubtedly conducted, designed to detect various chemical and biological agents in the surrounding environment. There simply was no time for anything beyond these most cursory of tests.

Fearing that Mexican reinforcements could arrive on the scene at any time, team members began to prep the crashed disk for transport via the cargo helicopter. Since the spaceship had to be carried back to the United States while suspended from the large helicopter’s cargo cable, the team had two critical steps to take in preparing for transport. First, team members had to seal the outer surface of the UFO with a protective covering to guard against any further venting of lethal agents during the transport. Exactly what type of covering was used is unknown; however, the military had at its disposal materials developed by NASA for covering a returning Apollo moon capsule in the event of an accident during re-entry.

After the crashed saucer was wrapped, the recovery team had to ensure that while being transported to the U.S. it could not be identified by curious spectators on the ground. Therefore, they completely covered the ship using a tarp to camouflage it. It was a rather crude, but effective, improvised method of concealment.

These steps having been accomplished, the straps that the Mexicans had used to secure it to their truck were reconfigured for attaching them to the craft’s cargo cable. The pilot of the giant helicopter then positioned his aircraft directly over the extraterrestrial ship and waited as the soldiers down below attached the cable. The mysterious object’s weight was later estimated

at 1,500 pounds - no problem at all for the large helicopter, which is capable of carrying cargo exceeding 30,000 pounds.

At exactly 5:14 p.m., a mere 21 minutes after the team first landed in the desert, the UFO was lifted into the air and quickly borne away to the east over the stark peaks of neighboring mountains. Although a major part of the mission was now complete, the remaining team members were still engaged in a flurry of activity.

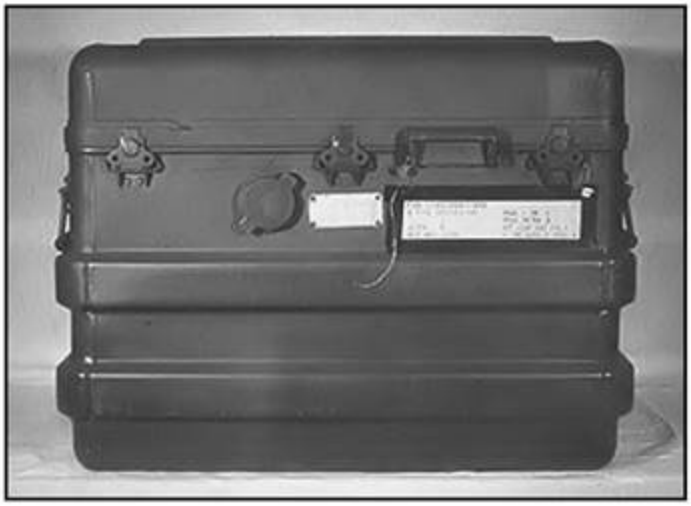
After the cargo helicopter's departure, soldiers finished loading all the bodies onto the Mexican trucks. Apparently no effort was made by any team members to conduct an investigation in the field into the cause of death. There is also no record of any of the bodies having been taken back to the U.S. for analysis. It is possible that no such efforts were made due to the pressures of time from being an uninvited military force on a foreign country's soil. Or perhaps the operational procedures for this type of mission did not include removal of lethally contaminated bodies. UFO researcher Elaine Douglass was told by a former member of a similar rapid-deploy recovery team that his unit was under specific orders not to retrieve any bodies found at the scene.

Some researchers speculate that the actions of the U.S. team indicate a prior knowledge of the properties and characteristics of the lethal agent that killed the Mexicans. It seems likely that this scenario had been encountered before, and there was no pressing need to investigate further in this instance. Or, perhaps the mechanism of death was discovered shortly after the U.S. team arrived.

As their final act before leaving, the remaining team members drove all of the Mexican vehicles together to form a tight circle. Within the group of vehicles were the trucks containing the debris from the crash of the civilian aircraft that had struck the UFO, as well as the bodies of the Mexican soldiers.

What happened next, although it might seem insensitive, is understandable in terms of the potential danger posed by lethal contagion from the dead bodies. The original account of these events states that all the Mexican vehicles and bodies were destroyed with "high explosives." As the writer of that account was likely not a munitions expert, what he described as "high explosives" might not have been conventional explosives. The retrieval team may have used an MK-54 Special Atomic Demolition Munition.

The Mk-54 Special Atomic Demolition Munition (SADM)

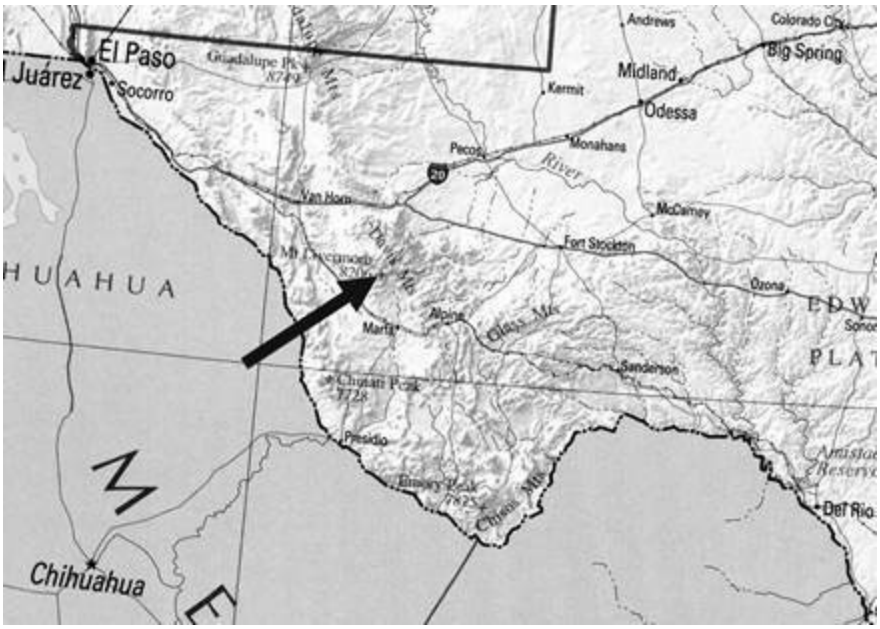


Above: The carrying case for the Mk-54 SADM, which had a yield from .01 to 1.0 kiloton. The entire unit weighed less than 163 pounds. This weapon was in 3AD inventory with the 23rd Engineers from 1964 into (apparently) the 1980's.

MK-54 SADM "Suitcase Nuke" (Courtesy 3AD.com)

The SADM was a variation of a nuclear device that was labeled "W54" when the Los Alamos Scientific Laboratory designed it in the late 1950s. The W54 was the smallest nuclear warhead ever deployed by the United States. An implosion type plutonium bomb, the W54 could deliver a variable yield that could be configured for anywhere between 10 tons and 1 kiloton. The smallest yield, 10 tons, would have affected a very small area of the surrounding desert, leaving virtually no residual effects. This was likely the setting used to "cleanse" the convoy site, as it would have the least impact on nearby populations and natural resources. The device had a mechanical timer.

B.J. Booth, an expert on UFO crash retrievals, agrees that the SADM would have been a logical choice, "Because of the remoteness of the location, a smaller, more tactical nuclear device would probably have been the weapon of choice in this case. Also, the radioactive aftermath would have eliminated any chance of the chemical or biological agent surviving. I am fairly certain that this had a two-fold purpose. Presuming that the soldiers died from chemical or biological agents, it would be the intelligent thing to do to stop the spread of the agent. Also, this would eliminate any and all evidence of that part of the recovery. I am sure that all testing and any retrieval of artifacts were completed first."



Arrow Shows Approx. Flight Path of U.S. Team after Disk Recovery
(Map Courtesy U.T. Austin Libraries)

The concept of using a nuclear blast to neutralize lethal biological agents had been known to the U.S. government, and was mentioned in a U.S. Department of Energy document called *Radiation-Neutralization of Stored Biological Warfare Agents with Low-Yield Nuclear Warheads*. The report states, “Nuclear explosions produce many effects that can potentially destroy a biological agent. These include blast overpressure, prompt radiation dose, fireball heat, and radiation dose from the delayed gammas and neutrons emitted by the fission debris cloud…. Agent neutralization by the prompt radiation output [is] a potentially attractive kill mechanism of nuclear warheads.”

At approximately 5:40 p.m. on August 26, the remaining members of the U.S. recovery team made final preparations to depart the Mexican convoy site. Waiting on the desert floor nearby ready to whisk the team away were the three UH-1 Huey helicopters brought in from Fort Bliss. As the team members boarded the choppers, a technician set the mechanical timer on the explosive device, verified that a countdown was in progress, and then scrambled to join the others on board the Hueys.

At 5:46 p.m., the three helicopters lifted up off the desert floor and moved away toward the northeast. As the team members increased the distance between themselves and the convoy area, the timer on the bomb cycled down to zero, and the device erupted into a ball of flame that burst upward into the

clouds. Though it generated a significant explosion, the device's blast effects were contained within the relatively small area of desert where the Mexican convoy vehicles once stood. All remaining traces of the Coyame incident were obliterated in a fiery furnace that shook the ground for miles around.

A short while later, the Hueys caught up with the cargo helicopter, despite the large aircraft's 26-minute head start. The four helicopters fell into formation and re-entered U.S. airspace near Candelaria, Texas. As the team members saw the Rio Grande River recede into the distance behind them, they undoubtedly breathed a sigh of relief to be back over U.S. soil, although their mission was far from over.

With a possibly contaminated extraterrestrial spaceship still dangling at the end of a cargo cable, the helicopter convoy could not just go where it pleased. The team's immediate priorities were to remain undetected and to prevent any sort of contamination from the UFO. What remained of the mission called for the greatest amount of stealth and patience on the part of the team.

While in the air over the mountains north of Candelaria, coded orders may have been received on a secure military frequency. The team received instructions to proceed immediately to a previously designated remote location deep within the ragged Davis Mountains.

The helicopters continued on a northeast heading, flying over the southern edge of the Sierra Vieja range, in the area of Capote Peak, which rises to an altitude of 6,212 feet. Clearing the mountains, the helicopters crossed Texas Highway 90 approximately twelve miles southeast of Valentine. This flight path took the aircraft over some of the most sparsely populated terrain in West Texas, thus affording minimal exposure to curious eyes. The helicopters then moved quickly into the nearby Davis Mountains, which are known as the "Texas Alps."

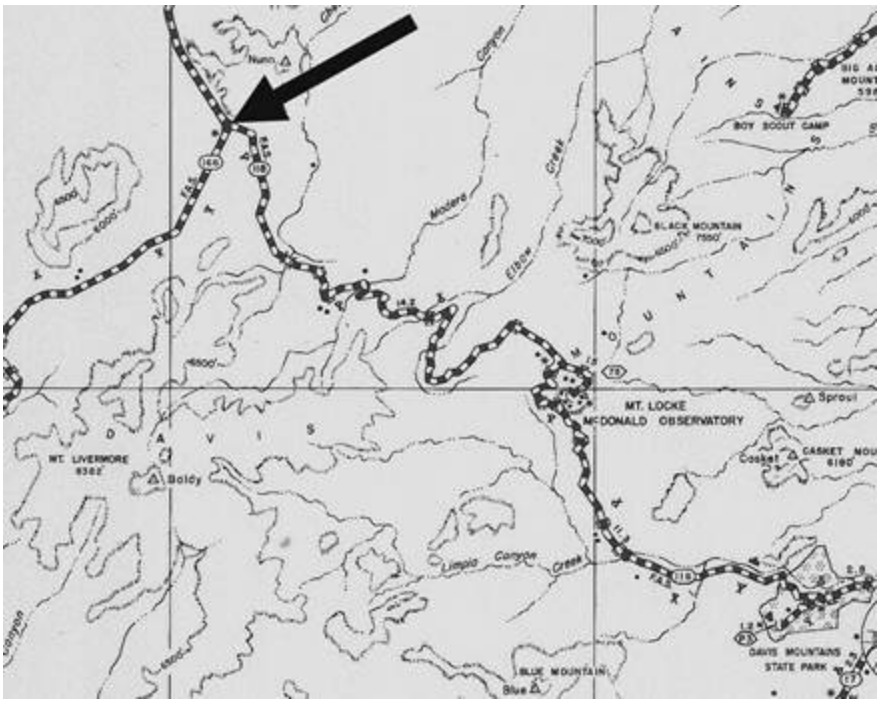
The Davis Mountains are the second highest range in Texas. A number of its peaks exceed 7,000 feet, and one peak, Mount Livermore, is the fifth tallest in the state at 8,378 feet. The Davis Mountains extend over a sixty-mile area, forming the shape of a V near the middle of Jeff Davis County. The approximate center of the V is ten miles northwest of the town of Fort Davis. It is because of the remoteness of this area, the high altitude, and the darkness of the nights that the University of Texas maintains a world-class astronomical observatory atop one of the peaks here. With few nearby population centers to generate nighttime light, the observatory's location is

ideal.

The Davis Mountains (Courtesy Wikipedia – Fortguy)

The major road in this area is Texas Highway 118, the state's highest public road, which bisects the Davis Mountains from northwest to southeast, passing through Fort Davis and continuing south to the Big Bend National Park near the Rio Grande River.

It was into the middle of these mountains that the four helicopters carrying the retrieved UFO flew at approximately 7:00 p.m. on August 26, 1974. The Hueys landed first, in a hidden clearing several miles from the intersection of State Highways 118 and 166. Soldiers, again wearing their CPE protective gear, scrambled out to await the lowering of the UFO from the cargo helicopter's transport cable. Signaling to the crew when the disk touched the ground, the soldiers quickly unfastened the helicopter's cable from the straps.



Green Arrow Shows Intersection of 166 and 118 in Davis Mountains
(Map Courtesy Texas Dept. of Transportation)

After the straps were undone, the large helicopter also landed nearby, completing the arrival of all aircraft and personnel. The surrounding mountains were to be their shelter for the night.

Before the arrival of the helicopters, an advance team of soldiers had undoubtedly prepared the landing zone, tightly securing it against any intrusion and possibly bringing in a mobile quarantine unit where the members of the UFO rescue team could wait and rest, while remaining within view of their precious cargo. Although the exact measures taken to ensure the safety of the team members are unknown, they were obviously highly successful, because none of the members of the Coyame recovery effort suffered any mission-related injury or illness.

The location of the temporary base in the Davis Mountains was chosen for its natural isolation and relative invisibility. The land may have been leased to the federal government, or perhaps government officials made last-minute arrangements with a civilian landowner to use the property temporarily.

In this wild and desolate area, the Coyame recovery team spent several restless hours in the darkness and stillness of the West Texas night, awaiting the next step of their mission. Looking out at the shapes of the pine and oak trees surrounding their encampment, team members may have jumped at every rustling leaf and wind-blown branch.

Guards in CPE gear patrolled the area. It is possible that most of the team members remained outfitted in their CPE garments all night, fearing that what had killed the Mexican soldiers might still be present. The scene was otherworldly. Nearby, under a drab green tarp was a spacecraft from another world, full of unknown dangers and responsible for the deaths of their Mexican counterparts. And here also were the Coyame team members wearing outfits designed to protect them from nuclear, biological, and chemical contaminants.

They were strangers in a strange land, on a mission that they could never talk about even to their spouses or children. Their careers, and possibly their very lives were at stake.

People often ask whether the UFO may have contained the bodies of extraterrestrials. Regarding the possible recovery of bodies from the crash site, witnesses mention nothing about any UFO occupants seen in or around the crashed disk. But, is it possible that the creatures had already left the crash site prior to the arrival of the first retrieval team? In a recent development, retired California police officer Tony Ramirez (photo on next page) has come forward with a startling story of seeing a small alien being suddenly come out of a corn

field in Coyame in August 1974. Since his sighting of the creature occurred at the same time as the UFO incident, he wonders if the being he saw might have been a survivor of the crashed UFO. The encounter Ramirez had with this strange being is one of many remarkable tales the authors have heard from persons who lived in the Coyame area in 1974. It remains a true mystery.

Officer Ramirez first came to our attention when he called in to George Noory's *Coast to Coast AM* radio program after hearing Ruben Uriarte talking about the Coyame UFO Incident. Ramirez later told Uriarte that his sighting occurred during a visit to his grandparents' ranch, called *El Saucito*, located near Coyame. *El Saucito* has been previously identified by Mexican researchers as the possible location of the UFO crash.

In August 1974, Ramirez, who was 13 at the time, had been out horseback riding on the ranch when he had his very unusual encounter. He told us, "I had been exploring the outskirts of Coyame by myself all day, periodically coming into town to eat and check in with my mom and dad. By the time I came in, it was dark, and I decided to just tie the horse to the corral fence next to my uncle's house and left it there without unsaddling it, watering it, or feeding it."

Ramirez's uncle was very unhappy that he had not tended to the horse after riding it all day, and, handing him a sickle, he instructed the boy to go to a nearby hay field, cut as much hay as he could carry, and then feed it to the horse.

Arriving at the hay field a short while later, Ramirez began working on his assigned task, when he noticed something strange happening in an adjacent

corn field. “I began to cut the hay, and, while doing so, I heard a noise coming from the corn field across from me, about 30 feet away. It sounded like someone was walking through the corn field in my direction. I looked up and saw the corn stalks moving apart.”

Suddenly appearing from among the rows of corn was a strange little being that obviously was not human. “I stood up and observed the being step out of the corn stalks. It just stood there staring at me, and I stared back at it. It was small in stature - about four feet tall, very thin, with long arms and legs. Its head was very big. At the time, I thought the head looked like an air-filled balloon - the same shape. Its eyes glowed red, and the glow almost seemed to radiate out of the eyes. The only way I can describe it now from memory, is the way a laser light looks when it’s directed at you. One of the things that was very intriguing was the three bumps on its forehead.”

Ramirez said the creature looked a lot like the alien being observed by multiple witnesses in Varginha, Brazil in 1996. The Brazil entity was described as a five-foot tall biped with a large head and very thin body. It had V-shaped feet, brown skin, and large red eyes. “That was exactly what I saw in Coyame!” Ramirez said after seeing depictions of the Varginha alien, such as the one shown in the photo on the previous page, which is courtesy of WUFOC.

“The being almost seemed to float - not stand on the ground. Its head kind of slightly swung back and forth, as it looked at me. I felt that maybe the head was too heavy for it, and it could not control it very well. Although this encounter only lasted 10 to 15 seconds, my heart was racing, and I was terrified. I turned and ran as fast as I could back to the house, leaving everything on the ground. I didn't even turn to look back to see if it was following.”

After arriving at his grandparents’ house, Ramirez was still sobbing and displaying signs of fright. He described to his family what happened and the creature he had seen. In an effort to calm him down, his aunt gave him a Mexican home remedy for fright - sugar water.

Upon learning of his encounter, his grandmother expressed little surprise at what he had seen. She told him that the little creatures were well known among the people living in the area. She had seen them herself. “She told us that they are *diablitos* (little devils), and that she would sometimes see them in the early morning, running around the ranch. She said they would sometimes steal the blocks of salt (salt licks) used for the cattle.

Ramirez said usually before and after seeing the little beings, they would also see lights in the sky.” She said he never told anyone else of his experience until he heard about the Coyame UFO Incident. “I really didn't talk much about that experience to anyone. Then I saw the story of *Mexico's Roswell* one day. I was flabbergasted that the UFO case occurred around the same time as my encounter back in August of 1974.”

After Ramirez called in to the Coast to Coast AM nationwide radio show, Ruben Uriarte obtained his contact information and followed up.

Ramirez’s story about seeing a small creature floating near a corn field in Coyame reminded the authors of a story they had previously heard from a woman claiming to be a psychic. She told us that she had a vision showing two entities escaping the crashed UFO in Coyame. She said that, in her vision, the beings were “hovering” or “floating” away from the crashed saucer, and that she felt strong feelings of pain and fear emanating from the entities.

In an added twist, during our field investigations in Coyame, a local cattleman told us that the area has experienced the frequent disappearance of salt cubes that are put out for livestock in surrounding ranches.

Could the creature seen by Tony Ramirez have been an escapee from the Coyame UFO crash? It’s an intriguing question that unfortunately remains

unanswered.

Meanwhile, UFO researcher Robert Dean of Phoenix, Arizona, has in his possession a photograph of a small “grey” alien that Dean thinks could have been one of the Coyame UFO occupants.

In the mid-1990s, Dean was attending a UFO conference in Mexico City when a Mexican policeman approached him with a fascinating revelation. Taking out a small black and white photograph (shown below), the officer explained that the picture showed an alien being that had been captured by the Mexican Federal police at the site of an unspecified UFO crash. The officer stated that he knew the photo to be legitimate and that the alien in the picture was authentic. Dean was very impressed by the police officer’s sincere and serious demeanor.

“The policeman … did not specify anything about the incident except that the grey was uninjured and in fairly good health,” Dean said.

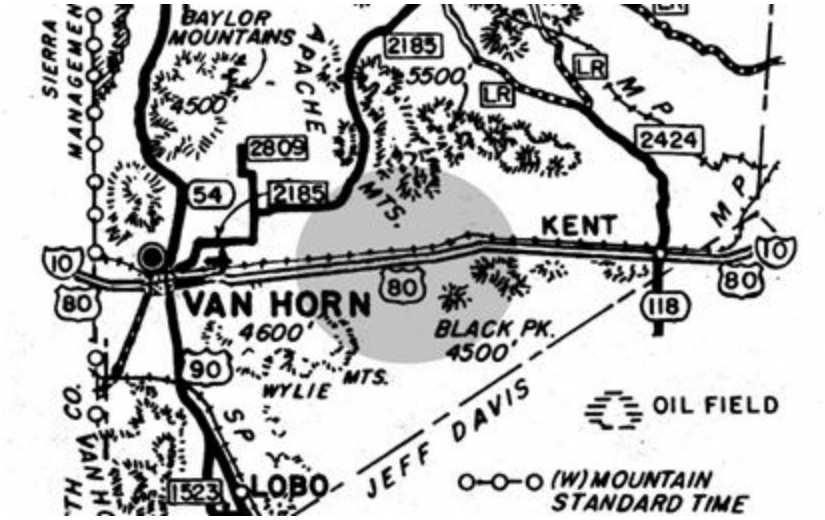
“Being, as always, cautious and somewhat dubious of such situations, I accepted the picture and thanked him for his efforts,” Dean recalls. Dean views this as “a very likely authentic photograph of a small grey.”

Witnesses who may have seen bodies are keeping the secret to themselves probably out of fear, according to Mexican UFO journalist, Jaime Maussan. Maussan told *The History Channel*, “I was recently in Chihuahua, and I asked about this case, and there is a rumor that there are photographs around this case that I haven't seen. I was promised that I was going to receive these photographs, but people here, they are still afraid. It seems that they have kept these photographs for a long, long time.”

Fear is certainly a great motivator, and it has been used successfully in the past to keep UFO evidence hidden away for decades. Some witnesses fear the UFO occupants, others fear the government authorities, and some just have a generalized fear that if they speak up, something bad will happen to them.

7. TOP SECRET CARGO

At 2:00 a.m. on Tuesday, August 27, after about seven hours of anxious waiting, conditions were right and the necessary assets were in place for the UFO recovery team to continue its mission. Some 25 miles northwest of the Davis Mountains temporary camp, a small convoy of military trucks moved into position alongside a lonely stretch of country road halfway between the towns of Kent and Van Horn. Heavily armed men in bio-protection suits worked hastily around the trucks, preparing for the arrival of the package they were assigned to escort to its next destination. Among the chores to be completed before the helicopters arrived was the erection of roadblocks in the area to prevent any civilian vehicles from approaching the site.



Approximate Area of Handoff (Courtesy Texas Dept. of Transportation)

Carefully and delicately, the tarp-covered UFO was lowered onto a platform near the largest of the waiting trucks. From there, it was carefully hoisted into the large truck, which was sealed to safely contain any remaining contaminants. With the cargo successfully delivered and positioned inside the transport vehicle, the UFO recovery team breathed a huge sigh of relief. They had carried out their assigned mission and had now successfully transferred the “package.”

Before the four helicopters departed the transfer zone, some of the personnel from the Hueys transferred over to join the truck convoy that would take the disk to its final destination. As the Hueys lifted back up into the air to join the hovering cargo helicopter, the truck drivers started their

engines, maneuvered their vehicles onto the narrow road, and sped away into the moonlit night.

Military Truck Convoy (U.S. Dept. of Defense Photo)

As the trucks moved away, the helicopters rose up and proceeded to their original bases, where they were moved to an isolated area for decontamination. The returning team members also underwent decontamination, along with extensive debriefings and a lengthy series of medical examinations, the results of which proved that the team members were completely healthy. Meanwhile, the convoy of trucks carrying the crashed disk made its way eastward reportedly headed for a destination 1,300 miles from where they picked up their secret cargo. According to the original source of this report, the trucks had been instructed to deliver the flying saucer to a classified location in Atlanta, Georgia.

The anonymous report on the Coyame crash states, “All helicopters then returned to their original bases for decontamination procedures. The convoy continued non-stop, using back roads and smaller highways, and staying away from cities. The destination of the convoy reportedly was Atlanta, Georgia.”

UFO crash retrieval expert B.J. Booth believes that Atlanta was chosen because of its world-class biosafety research laboratories comprising the U.S. Government’s *Center for Disease Control* (CDC), as it was known in 1974. Booth says, “The military had a very specific reason for taking the object to Georgia, like certain laboratory facilities that fit the testing that needed to be

accomplished."

The 1,300-mile trip from near Van Horn, Texas to Atlanta would have been tedious and difficult enough if the convoy had been allowed to use the interstate highways, but it was not. As part of the mission's security protocols, the trucks were to use only back roads and smaller highways. They were also to stay as far away as possible from major population centers. Finally, they were to stop for no reason other than to refuel at certain designated locations along the way.

An interstate route with minimal stops would have taken approximately 21 hours. Given the conditions imposed on the truck convoy, the drive to Atlanta would undoubtedly take closer to 30 hours with many large cities to avoid.

The transportation team certainly regretted not being able to merge right onto Interstate 10 at Kent, Texas. Interstate 10 would have taken them straight through to Mobile, Alabama, where they would have switched over to Interstate 85, which would have delivered them right into downtown Atlanta. They could not take this route because it would have meant parading through the middle of several large population centers, including San Antonio, Houston, Baton Rouge, New Orleans, Mobile, and Montgomery.

Instead, the convoy of trucks likely took Texas Highway 118 to the southeast, back toward the Davis Mountains. Then the drivers took a confusing series of twists and turns through West Texas, the Texas Hill Country, and then on to East Texas, all the while avoiding the larger cities. The clandestine journey then continued through Louisiana, Mississippi, Alabama, and finally Georgia.

Carrying perhaps one of the greatest discoveries in human history, the military convoy rumbled slowly toward the laboratories at the Center for Disease Control in Atlanta, Georgia. Once in Georgia, military officials expected that the convoy's unearthly cargo could be safely handled and fully tested for any remaining lethal properties. Perhaps the military believed that if a lethal agent could be isolated, it could somehow be weaponized.

CDC Headquarters in Atlanta, Georgia – Late 1960s (CDC Photo)

Without a doubt, if a lethal biological agent was suspected of being present in the Coyame UFO crash debris, the CDC Biosafety Level 4 laboratory in Atlanta, Georgia, was the ideal place for careful research to be conducted on it. As such, it seems reasonable to assume that this lab was the actual destination of the military convoy of trucks that made the long trek from Van Horn, Texas to Atlanta on August 27, 1974.

After about thirty hours on the road, the convoy may have arrived in Atlanta as early as Thursday, August 29. Quietly and discreetly, military and CDC personnel wearing biosafety gear offloaded the convoy's mysterious cargo and took it into CDC BSL 4, as the special laboratory was known. It was here that an extensive battery of tests would be performed to gauge the toxicity of the wreckage. An assessment had to made on the possibility that the debris might still be harmful.

CDC Scientist Working in a BioSafety Level 4 Lab – 1964 (CDC Photo)

Keeping the Coyame materials secret while at the CDC was no problem for the military. The CDC is highly secure, with tightly controlled access, carefully compartmentalized operations, and a high level of secrecy, resulting from so much work that is done there for the U.S. Department of Defense. Any records of the Coyame crash materials being examined by CDC personnel would be classified top secret and kept totally out of the public's view. That the military might be considering weaponizing an extraterrestrial biological agent would never be known.

Perhaps the most unique aspect of the Coyame story is that this unknown contaminant at the crash site caused the deaths of perhaps as many as two-dozen soldiers. Even as they succumbed to the mysterious and invisible chemical or biological agent, they apparently remained totally unaware of its cause. Although the exact mechanism of death remains unknown, the fact of the soldiers' deaths motivated a U.S. military task force to rush into Mexico and set off an incendiary device, possibly nuclear, to prevent any further spread of the problem. Although the massive explosion obliterated most physical clues regarding the causal agent, many questions linger about the risks associated with deadly extraterrestrial contaminants being introduced into our environment as a result of a UFO encounter.

In their 2013 book *Alien Viruses: Crashed UFOs, MJ-12, & Biowarfare*, authors Dr. Robert Wood and Nick Redfern point out that, for decades, scientists have worried about the possibility of a spaceborne virus making its way to Earth and resulting in a global pandemic. Our planet is pounded by

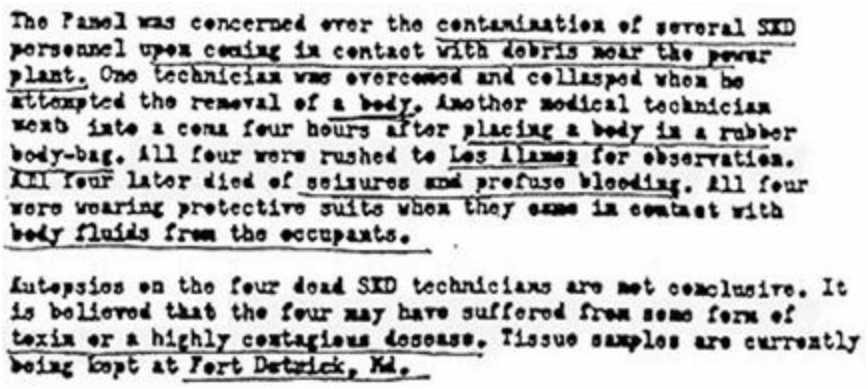
100 tons of space debris every day, at least one ton of which is classifiable as bacteriological. Using high altitude research balloons, scientists have found evidence of extraterrestrial microbes 10 miles and higher above the Earth. One theory proposed that some of Earth's past pandemics, including SARS (severe acute respiratory syndrome), may have come from outer space.

In addition to life traveling to earth on a meteor or comet, others have proposed that its introduction here on earth may have been a bit more deliberate. If UFOs visited the earth in our ancient history, panspermia takes on an entirely new twist. In that case, perhaps the seeding of life on earth was deliberate and scientific, rather than accidental and haphazard.

Some investigators have also considered the possibility that an alien virus could be specifically engineered to affect human beings. It would certainly be within the suspected technology of UFO occupants to manufacture a deadly weaponized biological contaminant. It also may be possible for human scientists to do so.

Until recently, no documents were known to exist that linked UFO crash retrievals and biological warfare. According to UFO researcher Ryan S. Wood, a document that makes this connection surfaced at the Public Record Office in Kew, England. The one-page memo, dated 6 May 1950 and titled "Subject: Bacteriological Warfare Article," is a memo to the attention of the British Ministry of Defense's Scientific and Technical Intelligence Branch. The document suggests that officials within the British Ministry of Defense in the early 1950s might have at least thought about the possibility of weaponizing biological materials retrieved in a UFO crash.

Wood also cites an excerpt from a recently uncovered "Majestic 12" document that talks about the lethal contamination of four laboratory technicians who reportedly died after handling the debris and bodies from several UFO crash retrievals. The unverified *Majestic 12, 1st Annual Report* states that the SED (Sandia National Laboratory) technicians died of seizures and profuse bleeding after coming into contact with UFO crash debris and "body fluids from the occupants." Later, the report's author makes the chilling statement, "In the opinion of the senior AEC [Atomic Energy Commission] medical officer, current medical equipment and supplies are wholly inadequate in dealing with a large scale outbreak of the alien virus."



The Panel was concerned over the contamination of several SKD personnel upon coming in contact with debris near the power plant. One technician was overcomed and collapsed when he attempted the removal of a body. Another medical technician went into a coma four hours after placing a body in a rubber body-bag. All four were rushed to Los Alamos for observation. All four later died of seizures and profuse bleeding. All four were wearing protective suits when they came in contact with body fluids from the occupants.

Autopsies on the four dead SKD technicians are not conclusive. It is believed that the four may have suffered from some form of toxin or a highly contagious dosease. Tissue samples are currently being kept at Fort Detrick, Md.

Excerpt from Majestic 12, 1st Annual Report (majesticdocuments.com)

In their book *Alien Viruses*, Wood and Redfern outline the characteristics of the "ideal pathogen" that a hostile extraterrestrial race might use against the inhabitants of Earth:

1. Rapid incubation period
2. Rapid onset and death
3. Stable pathogen, difficult to kill
4. Overwhelms or bypasses the immune system
5. Biologically sophisticated "surgical strike" on the immune system
6. Selective in action – should be defeated by sophisticated countermeasures known to attacker

Wood and Redfern further speculate that there may be an ongoing attempt (since the 1940s) by at least one hostile ET faction to create a disease pathogen that will eventually destroy human life on our planet. These aliens might be "contemplating how best to take over the planet with viruses or prions, thereby reducing the turmoil and property damage." The objective of these hostile aliens would be to develop an "extinction disease" that is "categorically fatal, jumps species, and the pathogen is nearly indestructible." The disease would kill all human beings on Earth, except for those who have been vaccinated by the ETs themselves. "If the aliens want to kill us all," says Dr. Wood. "This will be the way it's done." Could the Coyame crash have been an attempt to introduce such a virus onto our planet?

Regardless of serious the Coyame threat was back in 1974, the U.S. military's action in detonating an incendiary device to cleanse the contaminated area seems to indicate that a lethal biological agent was suspected. Once biological infestation was a possibility, the use of high explosives or a nuclear weapon came into play.

Regarding the use of a low-yield nuclear device, Paul Sutton, a U.S. military historian, said, “If the unknown lethal biological agent was of an off-planet origin, then maybe a small nuclear weapon would have been used. The U.S. had backpack nuclear weapons in the 1960s and 1970s called Atomic Demolition Munitions.”

Sutton added that another type of explosive device might also have been used, “If the biological threat was from earth, then a fuel air explosive (FAE) might have been used to sterilize the area. An FAE uses a mist of fuel that is ignited in the air to destroy its target area.”

Clearly, the events of the Coyame crash led U.S. military officials to believe that some form of deadly agent had been loosed upon the world. Their response was to explode crash debris and bodies that were suspected of having been contaminated. Although in retrospect, the action seems unprecedented in the annuals of international relations, it may have been motivated by an extreme fear of a catastrophic, worldwide viral outbreak.

In August of 1974, the CDC staff, at some point after running tests designed to find biological contaminants in the Coyame debris, declared the crashed UFO and its contents to be free of any further danger. Perhaps the agent that caused the deaths of the Mexican soldiers was found and removed. Maybe the contaminant had been expended before the debris arrived in Atlanta. Or perhaps there never had been a biological contamination at all.

When the examination in Atlanta was concluded, the military again took possession of the Coyame crashed disk and moved it to a secure military location. The report on the Coyame incident states, “Here the hard evidence thins out. One unconfirmed report says the disk was eventually transferred to Wright-Patterson Air Force Base. Another says that the disk was either transferred after that to another unnamed base, or was taken directly to this unknown base from Atlanta.” This is where the trail of the Coyame crash artifacts runs absolutely cold.

8. SEEKING ANSWERS IN COYAME

At first glance, the remote Mexican desert town of Coyame seems the most unlikely of places for something of this magnitude to happen. The sleepy hamlet of about 600 residents serves primarily as a pit stop for motorists navigating the lonely 139-mile stretch of Mexican Federal Highway 16 between the busy border town of Ojinaga and the state capital of Chihuahua City.

Coyame Town Hall (Photo by Ruben Uriarte)

Although located a mere 50 miles from the Texas border, Coyame, with its mostly unpaved roads and minimal infrastructure, seems light years removed from the nearby towns on the U.S. side of the border, such as Presidio and Marfa.

Coyame Caverns (Photo by Brad Newton)

To travelers on Highway 16, Coyame springs up suddenly amidst the hills and mountains of this rough part of Mexico's vast Chihuahuan desert. Cruising through town, drivers see a number of plain, unremarkable buildings, including the town hall, a tiny library, two churches, a school, a restaurant, a gas station, and a few residences. A grassy, tree-lined town square, or *plaza*, serves as a daily gathering place for local residents.

Were it not for what is rumored to have happened near here in 1974, it is doubtful that Coyame would be circled as a destination on the maps of a great many visitors to this desolate area. Regardless, the town does bring in *some* tourist dollars due to its proximity to two highly regarded natural attractions. On a dirt road just south of town, the Coyame Caverns feature fifteen rooms full of interesting formations, said to be among the best in northern Mexico. Twenty miles to the north of the caverns is the spectacular Peguis Canyon overlook above the Conchos River.

In Coyame, one feels the stillness of time and is often alone with his thoughts as each quiet day unfolds without the hustle and rush of city life. Sitting on a concrete bench in the town square, one has time to reflect on life, as gentle breezes stir the warm desert air. Life is reduced to simple terms here, as local residents struggle to eke out a living from the rocky desert by farming, ranching, or mining. The raising of cattle, goats, chickens, horses, and ostriches generates most of the income here, as does the growing of walnuts, apricots, date palms, figs, watermelons, and melons. Found in nearby hills and mountains are deposits of silver, sodium chloride, lead, copper, manganese, fluorita, onyx, baryta, and uranium.

The Desert Just North of Coyame (Photo by Ruben Uriarte)

Although some 2,000 souls live within the boundaries of the *municipality* of Coyame (analogous to a U.S. *county*), many live and work in the numerous ranches that dot the mountainous landscape in all directions around Coyame. Doing research on reported UFO events is slow, tedious, and often unproductive among these small, close-knit ranching communities in the harsh and isolated mountains of this region. Since the early 1990s, when the report of a 1974 UFO crash in the mountains near Coyame first surfaced, interviews with the locals have yielded precious few details about this unprecedented event. However, the little information that has surfaced in this area remains extremely interesting.

Prior to investigations launched by authors of this book, possibly the only UFO researcher to have spent time talking to residents of the ranches around Coyame is Gilberto E. Rivera Altamirano, director of GIFAE (Group for the Investigation of Aerial Phenomena) in Chihuahua City. Although it continues to be a slow and difficult process for him, Rivera (photo on left) is convinced that he will eventually find persons with information about the 1974 UFO crash retrieval. "We located a rancher, Carlos Valenzuela, whose property is adjacent to where a U.S. Pershing missile crashed near *El Cuervo* in 1967," Rivera said. "We think that most of what he remembers is related to the Pershing missile crash rather than a UFO event, but Mr. Valenzuela has agreed to help us find other people in the area who may have specific information about the 1974 incident."

Rivera has adopted a strategy of trying to find persons who were living in the area in 1974. He has focused his search in the area around three ranches located north of Coyame: *Potrero del Llano*, *Las Palmitas*, and *El Cuervo*. It is in the area around the ranch known as *El Llano* that Chihuahua attorney Jorge A. González Almeida believes the 1974 UFO crash occurred. *El Llano*, which in English means "the plain," is a flat area between mountain ranges, located approximately 40 miles north of Coyame.

Unfortunately, so many years after the fact, the memories many longtime Coyame-area residents have become indistinct. "Interestingly, we recently ran across information about the crash in 1985 of a small aircraft being used by drug traffickers," Rivera added. "That crash took place about 20 miles

north of Coyame." According to Rivera, sometimes the memories of these similar events get mixed together in the minds the old-time residents of these remote ranches. An object is seen streaking across the sky before slamming into the ground, military officials cordon off the crash site, and the locals are left to speculate as to the exact details of the incident.

Javier Baeza Nieto, a longtime Coyame rancher and president of the local cattlemen's association, is also very interested in finding out more about the 1974 crash near his town. Interviewed by the authors in his small office in Coyame, Baeza recalled that while attending a gathering of local residents some years ago, he heard a former police officer, Eduardo Cervantes, say that he had visited the crash site of a small airplane north of Coyame in the mid to late 1970s. "The wreckage was still smoldering in the morning when he went out there. Apparently the crash had happened sometime during the night. Eduardo did not know what caused the crash or whether a UFO was involved. He just witnessed the still-burning wreckage and then had to leave." Baeza added. The former policeman's story of the flaming plane wreckage stands out in Baeza's mind, and he recalls that the eyewitness said it occurred in the vicinity of *Santo Niño* or *El Saucito*.

L-R: Ruben Uriarte, Javier Baeza, and Noe Torres

Baeza also remembers another local resident, Roberto Arroyo, who told him of an unusual event that occurred at *Rancho Las Paredes*, also near Coyame, involving the apparent crash landing of an unidentified aircraft. Arroyo told Baeza that armed men in military-style uniforms quickly swarmed the crash site; however, the locals were not sure if the soldiers were

Mexicans or Americans. Another local resident, Rafa Sanchez, related a similar story, telling Baeza that “something fell to the Earth and soldiers came looking for it.”

Baeza adds that a large obstacle to finding out more about the 1974 event is that many of the people who lived in the Coyame area at the time have since moved to Ojinaga or other cities or ranches in Mexico. Other former residents, he said, have immigrated to the United States.

Mountains Surrounding Coyame (Photo by Ruben Uriarte)

One person who remains convinced that the truth about 1974 will eventually be discovered somewhere in the Coyame area is Baeza’s friend, Coyame ranch owner Jorge A. González Almeida. Although he resides in Chihuahua City, González spends virtually every weekend on his beloved *El Murcielago* ranch, just north of Coyame. González says he has heard stories from residents of neighboring ranches about a mysterious object that came out of the sky and impacted the desert floor near *El Llano* ranch in around 1974.

González also recalls one of his uncles telling him that the *El Llano* object landed in the field or cattle pasture and that several people had seen circular markings or imprints on the ground of something having landed. According to González, there has been no plant growth in the area where the markings were observed.

The 1974 event is not the only story of strange objects landing amidst the isolated ranchlands north of Coyame, González said. “A number of local people have reported seeing strange flying objects landing in remote areas of their ranches. Others have seen markings on the desert soil suggesting that

something had landed there. I myself have seen these kinds of markings."

The area around Coyame has long been known for eerie and frightening events. Jorge A. González Almeida, the Chihuahua attorney, told the authors, "I personally have witnessed numerous unexplained phenomena at my ranches." González, who operates hunting tours of his properties under the name *CoyameHunting.com*, adds, "The desert sky is extremely clear, and you see things out here that are beyond the normal. Sitting here, gazing into the sky, whether at night or in the daytime, you often see strange things."

Area Around Coyame (Photo by Ruben Uriarte)

"Frequently seen over the ranch are mysterious lights in the sky, which, because of the manner in which they move, are obviously not man-made aircraft," González said, "Most recently, in March of 2005, I and two other persons observed for nearly three hours a group of three of these strange lights. The lights we saw that evening pulsated as they moved in a triangle formation at tremendous speed across the night sky before suddenly coming to a dead stop. During the sighting, an intense whirlwind destroyed the road that leads to the ranch."

According to Coyame historian Dr. Francisco Javier Morales Natera, who authored the 2012 book *Coyame: A History of the American Settler*, while the Coyame crash is the best known UFO story, it is certainly not the only one associated with the region. Coyame has been the scene of several other

noteworthy UFO sightings. Dr. Morales says, “In 1968, a huge flying disk with lots of bright, blinding lights hovered over Coyame. The locals got scared and started throwing rocks at it. It then moved toward the north part of the town and disappeared.”

In yet another UFO case documented in his book, Dr. Morales tells of a massive, disk-shaped object that suddenly appeared over the tower of the local Catholic mission in the early 1970s. The circular disk was ringed by lights and hovered over the mission in total silence. “The object was so large it illuminated the entire town,” Morales says. “A family was sitting ouside enjoying the evening. The father of this family became very frightened by the size of this object. ‘Go inside! The world is about to end,’ he told his family, and everyone ran inside.”

Regarding the 1974 UFO crash, most long-time Coyame residents heard rumors over the years that it happened near their town. However, few specifics about the crash were known until after the Deneb report was made public in the middle 1990s.

In 2006, Giovanna Michelle Rogers Ramirez contacted the authors with a story about her mother’s 1974 UFO sighting in Coyame. Now residing in Orange County, California, Ramirez remembers being told about the UFO by her mother, who was born and raised in Coyame. “The year was 1974, she was eleven years old, it was evening time, and my mom and a group of friends were sitting outside of my grandparents’ house which is located right in front of a little park called *La Plaza*,” Ramirez recalls. “All of a sudden, my mom said, they had seen a ‘big round object with lights surrounding it,’ which was hovering and staying in one position in the northern sky [toward Texas].”

Ramirez says that her grandfather thought it was some kind of American military “project,” but her mother disagreed and thought it was something not of the Earth. Years later, when Ramirez’s mom went to study in Mexico City, she heard many stories about UFO activity in Coyame and was convinced that she herself had seen a flying saucer back in 1974.

Remaining mindful of past U.S. missile crashes in Northern Mexico, the slow and painstaking search for eyewitnesses to the Coyame UFO crash continues. Someone may have seen or heard something that night in August 1974. Perhaps those persons have since died or moved elsewhere. Or perhaps they are biding their time, waiting for an opportune moment to come forward.

“This case is not yet closed,” says Gilberto E. Rivera Altamirano, director

of GIFAE in Chihuahua. “Witnesses and evidence are yet to be brought forth that will establish this case as a real historical event, comparable in scope to the July 1947 UFO crash near Roswell, New Mexico.”

9. FIELD WORK

We first traveled to the remote Chihuahuan desert town of Coyame, Mexico, in 2007, bent on further unraveling the tantalizing mystery of the Coyame Incident. Packed in the bags of our investigative team was a wide range of digital video and audio recording equipment, as well as a global positioning receiver, handheld computers, and a metal detector.

Authors Noe Torres (left) and Ruben Uriarte (right) with Coyame in the Background during Field Investigation

Before leaving for Coyame, we prepared for our field investigation by carefully reviewing information we had previously received from several individuals, including Mexican UFO investigator Gilberto Rivera, Coyame ranch owner Jorge González, and Coyame resident Javier Baeza. We constructed a database of individuals that we very much desired to interview and of places we wanted to visit. Of greatest interest to our team was exploration of the area known as *El Llano*, located north-northeast of Coyame. Both González and Rivera were convinced that the 1974 crash likely occurred in the *El Llano* area.

Our guide and driver for the Coyame field investigation was Martin Sanchez Orozco, owner of a company in Chihuahua called Safari Aventura (*www.safariaventura.com.mx*), which specializes in outdoor adventure tourism such as hiking, biking, and canoeing. Sanchez is also intrigued by the paranormal and regularly takes tourists into Mexico's mysterious *Zone of*

Silence. Although he was hired chiefly to handle the logistics of transporting us to where we needed to go, Sanchez soon proved his mettle as a field investigator, going way beyond the call of duty and making several important contributions to our investigation.

Upon arriving in on Wednesday, January 3, 2007, Sanchez suggested that we make contact with an acquaintance of his, Coyame's former sheriff, Filemon Cervantes, who lives a short distance from the town's central plaza and its small public library. Cervantes made two key early contributions to the team's investigation by: (1) providing the names of a number of local residents who might have information about this strange event, and (2) giving Martin Sanchez detailed information on how to navigate the dirt roads that connect Coyame with the many isolated ranches that stretch for hundreds of miles across the harsh desert.

Cervantes, the former Coyame lawman, then took us on a driving tour around town, introducing us to several of the town's residents, all of whom became key players in our investigation. One of our first stops on the tour was the public library, just a short walk away from the town's center. Although the library was still closed due to the Christmas holiday, Cervantes took us to the house of librarian Yesenia Franco Muniz, who quickly agreed to give us an impromptu, private tour of the library. Ms. Franco became a valuable resource person to us regarding the history of the area and its people. She also warmly provided us access to the library's four brand new Microsoft Windows computer workstations.

Using one of the library's computers, we gave a short PowerPoint presentation about the 1974 Coyame UFO crash to a small group of assembled local residents and then also showed them excerpts from the December 2005 *History Channel* program titled "Mexico's Roswell." An eerie silence fell on the group as images of the UFO incident flickered onto the computer screen in front of us, as we realized that the marvelous events being described on the screen had occurred so near to the very place where we sat huddled on this cold January day in 2007.

Former sheriff Cervantes next took us to the home of Soledad "Soly" Bryant, a native of Coyame who is married to John Bryant of Hobbs, New Mexico. John, an oilfield worker in New Mexico, spends most of his time in Hobbs, where the couple's two children attend school. He visits his wife in Coyame whenever his schedule allows and also brings the kids when school holidays permit. It's about a 350-mile trip each way between Hobbs and

Coyame, but the family seems to have adjusted.

Both Soly and John, a former U.S. Marine, are very interested in the 1974 Coyame UFO case. According to Soly, she first heard about the case when her husband ran across a copy of the Deneb report on the Internet in New Mexico and faxed a copy of it to her in Coyame. Coincidentally, very shortly after receiving the report from her husband, Soly was contacted by a reporter for the *History Channel*.

Soly admits that since the day she first heard about the case, she has been greatly interested in finding out more details about it. While our team of investigators was in Coyame, Soly's continued interest in the case led to the discovery of two very interesting sites in the desert north of town, as will be discussed in the next chapters.

"It's an amazing story," Soly told the authors. "When my husband first told me about it, I couldn't believe that something like this had happened right here in Coyame!"

Our investigative team also talked to a number of area residents who have witnessed strange objects streaking across the sky at night, followed by explosions. A group of Mexican soldiers, manning a drug checkpoint just east of Coyame, pointed up into the sky over the mountain ranges to the north as they described strange objects that blazed across the night sky, illuminating the mountains below before apparently slamming into the earth miles away from them.

Coyame's secretary for tourism, Santa Isabel Ramirez Aguilar, during an interview with the authors, said that she does not understand why local journalists do not print more stories about the unusual events that frequently happen in the Coyame area. The UFO story is only one of many strange things that happen here. "Local residents recently saw what seemed to be a large meteorite thundering across the sky and falling with a great explosion that shook the earth," Ramirez said, "But nobody seems too interested in reporting these sorts of events."

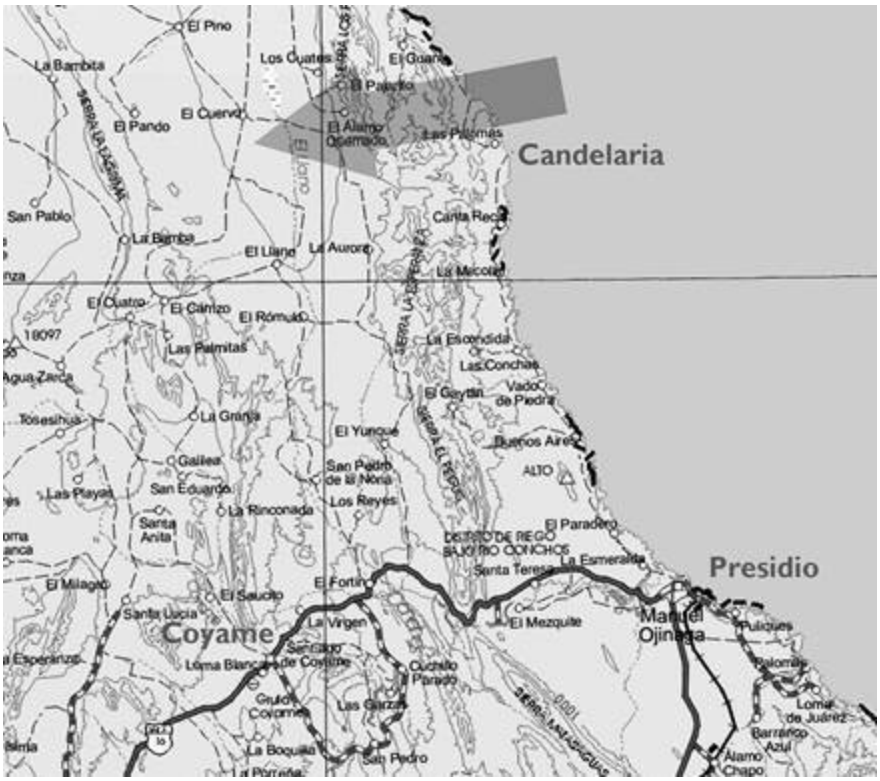
Dirt Road Called "La Brecha" Winds 60 miles from Coyame to El Llano (Photo by Ruben Uriarte)

In a meeting with Mrs. Ramirez and other members of the city hall staff, the authors of this book presented information about the 1974 Coyame UFO event and answered a number of questions from the municipal employees about the case. According to Mrs. Ramirez, some local residents, after hearing reports about it on Mexican television in the past year, had the mistaken notion that the event must have occurred within the town of Coyame itself. She listened attentively, nodding in agreement, as we explained that our evidence suggests the crash occurred a good distance (perhaps 50 miles or more) outside of town.

Following our visit to city hall, we had a meal at the town's lone restaurant, *La Estrella*, whose owner, Elizabeth Rodriguez Armendariz, entertained us with stories of residents who have seen flying objects and other strange apparitions in the area. She told us an eerie tale of "wind volcanoes," a frightening phenomenon that has been witnessed by several persons in the Coyame area. These are apertures in the ground that suddenly emit strong bursts of a gusty vapor up into the atmosphere. This phenomenon is often accompanied by a sighting of an unidentified flying object.

There seems little doubt that, for whatever reason, the Coyame area is home to a great deal of paranormal activity. Contributing to a strong feeling of eeriness are the surrounding desert landscape, the sense of isolation, and

the realization that, if the 1974 UFO event can be proven beyond doubt, this seemingly insignificant Mexican desert town will take a prominent place in the annals of human history.



Arrow Shows Helicopter Entry Path – Just North of Candelaria

Most UFO investigators favor a crash site between 25 and 50 air miles north-northeast of Coyame, in or near the area known as *El Llano*. Other researchers have suggested that the UFO-airplane collision might have taken place southeast of Coyame, perhaps as much as 50 miles from town center. Nonetheless, the evidence uncovered during the writing of this book leads the authors to conclude that an *El Llano* crash location best fits the available facts.

According to the Deneb report, the U.S. helicopters left El Paso on August 26, 1974 and moved south along the Rio Grande River, entering Mexican airspace at a point just north of the tiny Texas town of Candelaria. Just before arriving over Candelaria, the copters veered into Mexico and arrived quickly at the scene of the Mexican convoy's final resting place in the desert. This information suggests that the crash retrieval by the U.S. forces occurred a short distance west or southwest of Candelaria.

If the helicopters' destination had been farther north than Candelaria, they would have entered into Mexico earlier, and if their destination were farther south, they would have entered later, perhaps closer to Presidio, Texas or Redford, Texas. It seems, therefore, that the copters were headed not far from Candelaria, suggesting a location north-northeast of Coyame.

The Deneb report states, “It was not until 1438 hrs that the helicopters departed Ft. Bliss. The four helicopters followed the border down towards Presidio then turned and entered Mexican airspace north of Candelaria. They were over the convoy site at 1653 hrs.” The total flight time was two hours and 15 minutes.

The slowest of the helicopters, the UH-1 Huey, typically cruises (at sea level) at about 140 miles per hour; however, due to the mountainous terrain and higher elevation, the flight speed may have averaged closer to 100 m.p.h. Using this speed estimate, the total distance flown from Fort Bliss (latitude 31.8, latitude –106.42) to the UFO site was approximately 225 miles. Since the distance from Fort Bliss to Candelaria (latitude 30.138, longitude –104.685) is 154 air miles, the helicopters probably flew about 71 additional miles after making the turn into Mexico. The distance in air miles from Candelaria to Coyame is 52.1. The distance from Candelaria to Rancho El Llano is 29.42 air miles.

It is unlikely that the U.S. helicopters would have turned back north after entering Mexico near Candelaria. Therefore, it seems that their destination was the area immediately west of Candelaria, extending up to 71 miles from the Rio Grande River. In the map that follows, we have indicated the general area where most researchers feel the crash and recovery occurred. The map displays an arrow where the U.S. helicopters first entered Mexican air space.

Not far from here is Rancho El Llano, located 38 air miles from the town of Coyame, which lies southwest of it. This ranch is located in the midst of a vast expanse of plain known as *El Llano*.

On January 4, 2007, the authors and their investigative team began investigating along the 60-mile stretch of graded, unpaved road between Coyame and *El Llano*, seeking any available corroboration for the August 1974 event. Although *El Llano* is only about 38 miles from Coyame by air, the only road connecting these two points is a long, rough loop that serves to link many of the local ranches to the federal highway that runs through Coyame. This rough road, which the locals refer to as *La Brecha* (“the breach”), is flanked on both sides by deep ditches. Under the best of weather conditions, it makes for a difficult and bumpy drive that is best navigated with a four-wheel drive vehicle. After a good rainfall, the road becomes virtually impassible in many areas. Although we did not have four-wheel drive, our guide Martin Sanchez assured us that his trusty 1993 GMC Suburban sport utility vehicle was more than up to the task of navigating *La*

Brecha.

Before leaving Coyame, our group received explicit instructions from Filemon Cervantes, former sheriff of the town, on how to make the long drive out to *El Llano*. Cervantes cautioned our guide, Martin Sanchez, to stay close to the center of *La Brecha* and to avoid accidentally taking one of the many unmarked minor roads that split off from the main road. He also recited the names of the major ranches that we would pass close to on our way to our destination.

"There are many, many small ranches all around *El Llano*," Cervantes told us. "On the way there, be sure to stay on the main road, *La Brecha*, which actually goes all the way beyond *El Llano* to the Rio Grande River."

He explained that *La Brecha* functions as a dirt "highway," from which many smaller roads branch off, all of them leading to the various ranches in the area. "If you accidentally end up at one of the ranches, just ask the people there to help you get back to the main road," Cervantes added helpfully.

Interestingly, Cervantes also pointed out that this primitive desert road system also included branches that led directly from near *El Llano* to Chihuahua City and also back down to Highway 16 near Ojinaga, enabling travelers to bypass Coyame.

Following the UFO crash in 1974, the Mexican military units responsible for recovering the crash debris would have had no trouble whatsoever navigating the desert expanse north and northeast of Coyame using this elaborate system of back roads. A vast military armada could easily make its way across the desert to carry out the crash retrieval with very little chance of being interfered with or even detected.

The military presence in this area is commonplace, and few local residents ask any questions when they see troop movements and military vehicles. Although our investigative team was in Coyame only a few days, we saw a number of military troop movements in the area, including a sighting of a Mexican army jeep carrying soldiers near *El Llano*. Local residents told us that all of these army units are dispatched out of the base at Ojinaga.

After former sheriff Cervantes set our party on the right path, we began our journey out of the small town of Coyame, headed north toward *El Llano* in our GMC Suburban. As we exited the town's northwest quadrant, we passed Coyame's quaint baseball stadium, void of grass but otherwise attractive and well designed. We later discovered, during a visit to the municipal building, that Coyame fielded outstanding semi-pro baseball teams

in the 1950s. A local team called “Red Fury” carries the tradition forward, competing against teams from neighboring towns.

Across the dirt road from the baseball park is the small municipal cemetery with its mostly simple and functional grave markers. The small size of the cemetery bears testimony to the fact that Coyame has always been sparsely populated.

Our hunt for UFO artifacts in the desert was now underway in earnest. As the small town of Coyame receded in the distance behind us, we looked around anxiously at the forbidding desert landscape that slowly enveloped us.

10. FINDING THE CRASH SITE

Soly Bryant's uncle, Leandro Valeriano, took us to the site of debris from a crashed airplane, located along *La Brecha* about six miles north of Coyame. Valeriano had a vague memory of a small airplane crash that had occurred in this general area in the 1970s or 80s. Authorities told the townspeople that a drug trafficker was flying at a very low altitude when the plane clipped the top of a mountain and went down in the desert. Some locals do not believe it was a drug trafficking plane, however, and think the crash could be related to the UFO incident.

Valeriano said, "The authorities showed up and removed several truckloads of debris. The funny thing about it was that the pilot's body was never found. All they ever found was one human arm."

Valeriano said that government officials cordoned off the area of the crash, and no civilians were allowed to get close to it. "Everything was all burned up," He added. "The fire continued for several days. It was so hot that some parts of the plane melted down into pools of molten metal." Later, there were rumors that fragments of burned paper currency had been found scattered all over the area, but it was believed that none of the bills were intact.

Although doubts remain about whether this airplane debris is related to the UFO incident, the idea of finding airplane crash debris near Coyame was very intriguing to our investigative team. It would help us in several ways, such as proving that it is still possible to also find debris from a 1970s-era plane crash in the desert around Coyame.

Relying on Valeriano's memories as to the location of the plane crash, we scoured the surrounding desert for about an hour but were unable to locate any evidence of a crash. "It's been so many years," Valeriano said, apologetically. "It's hard to find things after so many years have passed." Scanning the surrounding brush and rocks, Valeriano added, "Besides, as I recall, most of the wreckage was removed from here by the authorities. And then, people came and took the rest to sell as scrap metal. I don't think there would be much left here now."

Airplane Fragments Found Near Coyame (Photo by Ruben Uriarte)

Some of the Plane Wreckage Found (Photo by Ruben Uriarte)

Moments after he made this statement, we noticed that our guide Martin Sanchez was searching an area several hundred feet away from where Valeriano had suggested that we look. Valeriano saw him and called out, "No, it's not over there. That's too far away. Come over this way. This way."

Suddenly, Sanchez stood up from a crouching position and held up high over his head an assembly consisting of rusty metal tubes. We realized that Sanchez had located the airplane crash debris that had thus far eluded the

other members of our team. As we all raced to where Sanchez was, the object he was holding above his head became clearer to us. Later, a source familiar with military aircraft, told us that the structure might be part of a horizontal stabilizer bar or rudder.

Within moments, we reached the area where Sanchez had found the strange artifact. We immediately noticed on the ground all around us numerous pieces of metal, including lots of aluminum, confirming that we had indeed found the site of an airplane crash. We quickly set us upon the task of trying to find pieces that contained serial numbers, the names of manufacturers, or any other identifying information.

The find generated heart-pumping excitement among the members of our investigative group. It was one of those *Wow* moments that field researchers dream about – to actually stumble across the very thing that you are hoping to find in the very place that you heard something happened.

What if the wreckage from this crash was somehow related to the 1974 UFO incident? Is it possible that, after the midair collision somewhere over *El Llano*, the Mexican soldiers loaded the debris onto trucks and headed back to Highway 16 by way of Coyame? Could it be that they got to this spot, about six miles outside of Coyame, before they all died?

In theory, this airplane debris field near Coyame might have been where the Mexican soldiers died and where a U.S. military team later arrived, took the crashed UFO away, and then exploded all the remaining evidence. While this scenario is admittedly highly speculative, none of the local townspeople have enough information about how this wreckage got there to completely rule it out.

As will be discussed in a later chapter, laboratory analysis of some of the airplane wreckage later revealed that the metal from the crashed airplane fused with another material that could not be readily identified. Although the laboratory test results were inconclusive, the presence of an unknown material “melded” onto the plane debris is certainly intriguing.

Following the initial discovery of the airplane debris field, we took copious photographs, bagged a few of the parts to take back with us for possible identification, and then held a brief, impromptu celebration in the desert. Toasting each other with lukewarm coffee made by our guide earlier in the day, we stood alongside *La Brecha* and congratulated ourselves on a most significant find. It was not exactly what we were looking for, but it was a start, and it was also a lot more than any previous investigators had found.

The plight of this supposed drug trafficking plane also brings to the forefront another interesting theory about the 1974 UFO crash event. Some observers have wondered if the light aircraft mentioned in the 1974 collision with the UFO might also have been involved in drug smuggling or other illegal activities. If this were the case, it would explain why very little information has surfaced about the plane and its occupant or occupants. The Mexican-registered plane, bound from El Paso to Mexico City, was apparently never reported lost, nor have any documents ever been found in which its flight is even noted.

Coyame historian Dr. Francisco Javier Morales Natera, author of the 2012 book *Coyame: A History of the American Settler*, says that most long-time Coyame residents remember two distinct airplane crashes happening near their town – the one associated with the UFO incident in 1974 and another crash in the mid-1980s involving a drug-trafficking plane. Morales says, "There is no doubt among Coyame residents that there were two separate plane crashes, one in 1974 and the other in the mid-1980s."

According to Morales, when Coyame residents are asked about "the plane crash" near their town, they often make reference to the 1980s event, rather than the 1974 case, about which very little is known. He also thinks it's possible that the residents are deliberately withholding information about the UFO incident. "If a person saw something, he or she may not come forward for many reasons. One, what if that event had drug trafficking ties? What if the person was considered a snitch and got into trouble for seeing the U.S. involvement in blowing up Mexican soldiers in Mexican territory? These isolated frontier residents just want to left alone."

UFO investigators sometimes express amazement that nobody in Coyame seems willing to speak up about the 1974 event, but Morales does not think this unusual. "As far as the past investigations have gone, if there was a UFO crash in Coyame, the locals that saw something will take their eyewitness accounts to the grave."

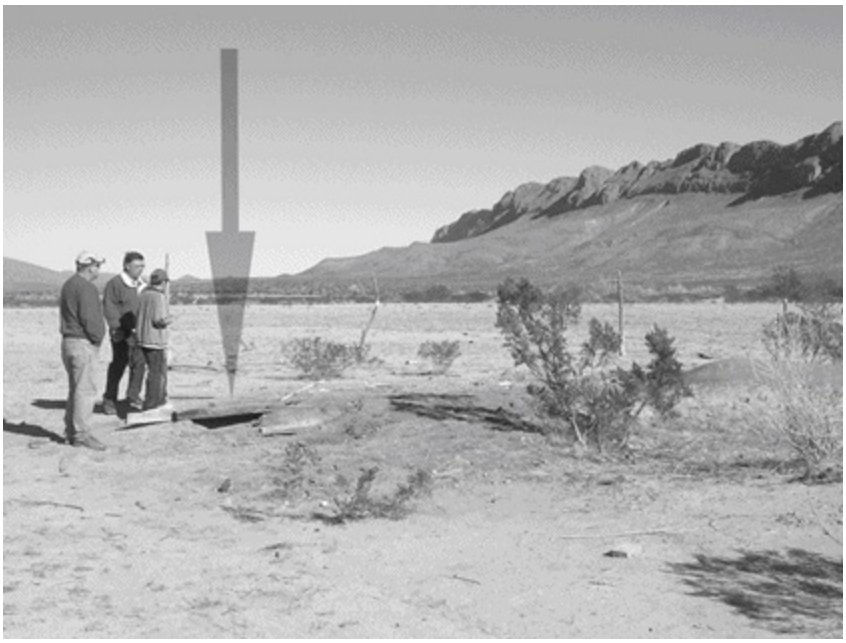
About five miles from Coyame's town center is a very strange site indeed, to which we were taken by the local delegation led by Soly Bryant and her uncle, Leandro Valeriano. At this location is a circle of blackened dirt at the center of which is a deep hole in the ground marked off by wooden beams. The site is surrounded by a hastily assembled barbed wire fence that has partly fallen, and the entire area is littered with rusted metal debris from various vehicles, such as coils, springs, gauges, and metal bars.

Valeriano, who had been out to the site before, expresses uncertainty as to what its purpose was. He guesses that somebody brought in machinery to dig the pit but that the project was abandoned for some unknown reason. He is at a loss to explain the presence of numerous rusted metal parts all around the site. Several members of our team speculated that the hole in the ground might have been used as a waste dump, into which people later threw various pieces of metal and car parts.

Valeriano also cannot explain the blackened soil all around the site, which seemed to indicate fire or explosion at some point in the past. The evidence of burning did not seem recent, as the blackening of the soil had faded considerably with time. According to Valeriano, the property on which the hole is located has been unoccupied and for sale for at least ten years. He did not know where the former owner is.

"They may have begun digging a well for water here," Valeriano said, "and then for some reason, they couldn't finish it. It doesn't look like it's been used for dumping trash, but there are these pieces of metal all around here, and the dirt looks like it was burned some time ago."

Is it possible that this pit was dug either by the Mexican military or by the U.S. military in order to dispose of the evidence from the 1974 Coyame UFO event? Could the vertical mine shaft have been the entrance to an underground burial spot for all the debris that resulted from the crash of the UFO and the plane? Was this pit created so that the wreckage could be placed inside and then exploded with either conventional explosives or with a low-yield nuclear device? These are intriguing questions, for which the villagers have no answers. Valeriano does recall, however, that Coyame residents received many warnings from authorities to stay away from the area of the mysterious pit due to a danger that the ground would give way underneath their feet.



Arrow Indicates Mysterious Pit Surrounded by Blackened Dirt and Metal Debris (Photo by Ruben Uriarte)

As will be covered in a later chapter, laboratory analysis of the soil from this area disclosed that a large-scale underground explosion may very well have taken place here. In addition, a further investigation of the site in October 2006 yielded three very curious finds: (1) the remnants of 50-gallon drums that may have contained explosive materials, (2) the remnants of lighting fixtures such as may have come from the kind of portable outdoor lighting used in a military operation, and (3) an increased level of radioactivity about three feet down into the mysterious pit.

Among other interesting items that we retrieved at this site was a water pressure gauge of some sort, perhaps from a truck or other vehicle. Unfortunately, it does not contain very much information on it that might prove useful for identifying it. John and Soly Bryant had previously collected the piece near the mysterious hole in the ground, and they showed it to us on the day that they took us out to look at the site. Their immediate thought was that this gauge might have come from one of the Mexican jeeps or trucks that, according to the Deneb report, was exploded by the U.S. soldiers right before they left the area and took the recovered UFO back to Texas.

What Secrets Lie Buried Inside This Hole? (Photo by Ruben Uriarte)

"It's really hard to say for sure where this comes from," we later were told by a source familiar with military vehicles. "If it is from some kind of vehicle, it could be from a jeep, a truck, a tractor, a caterpillar, or something else."

We also found other metal springs and rods that could conceivably have come from aircraft, but they are too generic looking to know for sure, and they contained no serial numbers or other markings that could help identify them. "To me, some of these look like airplane parts," said Soly Bryant.

After exploring the site with a metal detector, taking many photographs, and talking with Valeriano and the Bryants, we concluded our initial investigation of the mysterious hole in the desert near Coyame. Our conclusions were that more exploration of the area was definitely needed and that possibly someday an excavation could be conducted to find out what is buried deep inside the mystery pit.

Water Temperature Gauge Found Near Coyame (Photo by Noe Torres)

After exploring the mystery pit, we moved on to work on a principal objective of our Coyame investigation - to explore the area known as *El Llano*, which is where our research indicated that the initial mid-air collision between the UFO and the plane probably occurred. The wreckage from the crash fell to the desert below, where it was retrieved by the Mexican military, loaded onto trucks, and then moved to another location perhaps much closer to the town of Coyame. In seeking the site where the original collision occurred, we hoped to perhaps find physical traces on the desert floor below. Maybe we could find some sort of furrow or gouge in the dirt.

Searching for the scene of the initial crash, our team ventured farther north along *La Brecha*, making our way slowly toward our planned destination. Along the way, we passed many smaller roads leading to area ranches, with many of the roads being marked by signs put up by the local cattleman's association.

Rancho El Carrizo (Photo by Ruben Uriarte)

As we made our way closer to *El Llano,* we came upon several unusual twists in the road and a couple of unmarked intersections. Consequently, as we approached a ranch called *Ejido El Carrizo,* we were not completely certain whether we were still on the right course. As fate would have it, our driver Martin Sanchez decided to venture away from the main road and try to find someone in a nearby ranch to help us find our way. Sanchez also wanted to borrow some tools from someone in order to fix an electrical switch inside his dashboard assembly that had failed, causing the sport utility vehicle's headlights not to work. Since it was doubtful that we would get back to Coyame before nightfall, Sanchez did not want to have to drive the dark desert back roads without headlights.

The first ranch we wandered into was *El Carrizo,* which at first seemed totally abandoned. A number of dilapidated buildings, including a schoolhouse, bore testimony to a bygone era, but there seemed to be not a soul around. As we were about to leave, we noticed an elderly gentleman wearing a cowboy hat and a blue-jean jacket coming out of one of the small houses in the ranch.

Noe Torres (left) Speaks With Pedro Venegas (Photo by Ruben Uriarte)

The man turned out to be Pedro Venegas Leyva, who has been tending livestock on this ranch for many years. When we explained who we were and what our investigation was about, he immediately became very quiet and attentive. Although he had never heard of the 1974 Coyame UFO event, he told us that he remembered an incident "at around that time" when the quiet ranch was suddenly shaken by two loud explosions. The explosions caused the windows of his ranch house to rattle. Unfortunately, he could not tell us the exact date of the explosions, and he had no other information about anything else from that time period.

About the strangeness of the *El Llano* area, he did have a lot more to say, however. He invited us into his home and showed us his notes about to very unusual sightings of unidentified aircraft that he personally had. His first sighting occurred on Saturday, January 20, 1996 at 1:30 a.m. Standing outside his house in *El Carrizo* and looking to the north, he saw a fast moving object streaking across the sky in an arc from west to east. The sky was cloudless, and the wind was still. Oval in shape, the object alternated in color from yellow to white to blue to clear. As it zoomed out of sight to the east, a thunderous noise shook the ground and rattled the Venegas home. The event made such an impression on him that he later wrote down careful notes describing what he had witnessed.

Venegas had a second sighting on Thursday, July 17, 1997 at 5 a.m. An object “like an aircraft” streaked across the sky from east to west, brightly illuminating the landscape below it. Like the earlier sighting, this one left Venegas fearful and wondering about the significance of these strange apparitions in the night sky.

Martin Sanchez, Coyame Tour Guide (Photo by Ruben Uriarte)

After explaining to him that we were heading on toward *El Llano*, he graciously offered to accompany us for the remaining twenty miles or so. As Venegas joined us for the final stretch, our tension began to mount. The site we had been studying and peparing to visit for over a year was finally within reach. That we were extremely eager to get there and explore would be an understatement.

Emitting an enormous, billowing cloud of dust behind it, the 1993 GMC Suburban shook and groaned as it bounced along the rugged, desolate dirt road. Within the wildly vibrating interior of the sport utility vehicle, we all struggled to maintain a firm grip on our cameras and other equipment. The day had been a difficult one for us, with many hours spent exploring this vast stretch of sun-drenched desert. Now finally, we were approaching the very place where our research indicated that a small airplane collided with an unidentified flying object, causing both aircraft to spiral out of control onto

the desert below, on August 25, 1974.

Our First View of "El Llano" (Photo by Ruben Uriarte)

As we turned a corner, our guide Martin Sanchez suddenly put the brakes on, and the SUV skidded to a stop on the hard, rocky dirt road. Señor Venegas pointed eagerly through the front windshield at a large gap that was visible between two nearby mountains ahead of us. "*Allí está!* There it is!" He exclaimed, "Right between these mountains, you can see *El Llano*."

Shimmering in the desert sun ahead of us lay a vast white plain that extends for over 100 miles, north to south, and just beyond the plain, we could see the hazy magnificence of the *Sierra La Esperanza* mountain range, immediately to the east of which is the Rio Grande River and the international boundary separating Mexico from the United States. Reacting to the spectacular view of *El Llano*, I found myself saying, "I had no idea it was so immense." Spread across the desert floor before us like a translucent white carpet, this expanse of flatness between mountains was the stage where one of the dramatic moments in human history is said to have occurred on a warm summer night in 1974.

The Winding Road into El Llano (Photo by Ruben Uriarte)

As we sat inside our vehicle for a few moments, taking in the breathtaking panorama around us, the feeling grew deep inside me that we had arrived at a place of special importance. “My God, this is the place,” I told the others. “We are right here where the U.S. helicopters from El Paso flew in to recover the crashed UFO.”

Suddenly we all scrambled outside of the SUV to take photographs and gather in more of the feeling and flavor of this extraordinary place. I turned to Venegas and asked if this was indeed the place.

“*Sí*,” he replied, “There is actually a road that you can take with a four-wheel drive that goes over that mountain and right up to the river. From there, you cross on a raft, and you’re in Ruiodosa, Texas. A little bit north of there is Candelaria, Texas.”

As we scanned the vastness of the nearby plain, he turned to me and said, “If those helicopters wanted to get out of Mexico fast without any trouble, this would be the perfect place.”

Authors Noe Torres and Ruben UriarteNear El Llano (Martin Sanchez)

Although there are several other ranches scattered throughout this area that we wanted to visit, the day was waning, and we could only be visit one more ranch before sundown. Still facing the 60-mile return trip to Coyame along the same very unforgiving dirt road by which we came, we wrapped up our visit to this mysterious land with a quick chat with one of the owners of the Rancho El Llano, Salome Baeza.

Baeza had been just a child in 1974, but he told us that he never heard his father, or anyone else, mention anything related to a plane crash or UFO sighting in 1974. He did admit, however, that the persons most likely to have heard or seen something would be the ranch hands, the majority of whom are poor, illiterate transients. The ranch owners and managers often spend little time at the ranches, opting for the comfort of their permanent residences in nearby cities like Chihuahua and Ojinaga.

Heading back along *La Brecha* back toward Coyame, we were struck by the realization that solving the UFO mystery will not be an easy task. It will likely take many, many years of careful and methodical searching of all the ranches in this area, along with research into military documents and other sources of potential breakthrough information.

11. THE DEAD SOLDIERS

Wikipedia, the world's best-known open source encyclopedia, has contained a brief entry on the "Coyame UFO Incident" since May 14, 2008. Although the amount of information presented in the article has expanded and contracted several times since then, it has mostly been a straightforward, basic recitation of the key events of the case, with few specific details. All that changed on September 29, 2012, when a user named "Mercy11" altered the article radically, adding the names of specific soldiers, both from the U.S. and Mexico, who were involved in the UFO retrieval. No original source for the information has been found.

These are the significant facts that Mercy11 added to the article in September 2012:

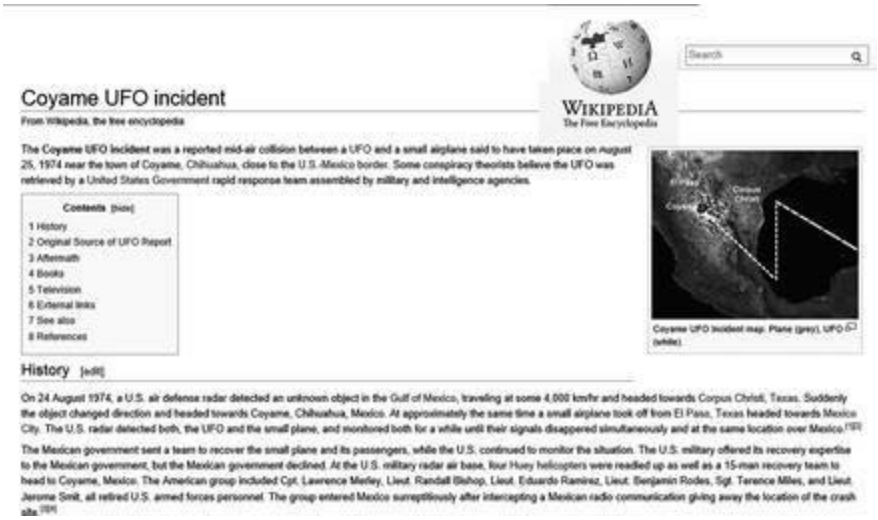
At the U.S. military radar air base, four Huey helicopters were readied up as well as a 15-man recovery team to head to Coyame, Mexico. The American group included Cpt. Lawrence Merley, Lieut. Randall Bishop, Lieut. Eduardo Ramirez, Lieut. Benjamin Rodes, Sgt. Terence Miles, and Lieut. Jerome Smit, all retired U.S. armed forces personnel. The group entered Mexico surreptitiously after intercepting a Mexican radio communication giving away the location of the crash site.

This modification gives the previously unknown number of 15 to indicate how many American soldiers were involved in the retrieval operation, and it also gives the names of six of those men. Strangely, it adds that they were all "retired U.S. armed forces personnel." The suggestion is that this was not an operation involving active military forces, but rather something put together by a faction within government or within the intelligence community.

Then, Mercy11 added the following about the Mexican retrieval team:

Upon their arrival to the crash location in Mexico, the American group came across a strange metallic object in the shape of a disk with and exhibiting what appeared to be frontal impact and noticeable wreckage, together with

the burned remains of the small plane, a Cessna 180. A short distance from the wreckage was also an Olive green Jeep belonging to the Mexican military and containing the bodies of four Mexican soldiers in it. The soldiers were Cptn. Rogelio Arguelles Gonzalez (B-72354), Sgt. Teófilo Margarito Puebla (B-72544), Corp. José Trinidad Meráz (A-12309), and Corp. Ricardo Velazquez (B-905523). Their bodies displayed signs of death by asphyxiation. They were also in possession of their firearms, but showed no evidence of attempting to use them. One of the American Huey helicopters picked up the UFO are carried it some 15 kilometers, where an American convoy awaited to take it via rail to the Wright-Patterson Air Force Base.



Coyame UFO incident

From Wikipedia, the free encyclopedia

The Coyame UFO incident was a reported mid-air collision between a UFO and a small airplane said to have taken place on August 25, 1974 near the town of Coyame, Chihuahua, close to the U.S.-Mexico border. Some conspiracy theorists believe the UFO was retrieved by a United States Government rapid response team assembled by military and intelligence agencies.

Contents [hide]

1 History
2 Original Source of UFO Report
3 Aftermath
4 Books
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7 See also
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Coyame UFO incident map: Plane (grey), UFO (white).

History [edit]

On 24 August 1974, a U.S. air defense radar detected an unknown object in the Gulf of Mexico, traveling at some 4,000 km/hr and headed towards Corpus Christi, Texas. Suddenly the object changed direction and headed towards Coyame, Chihuahua, Mexico. At approximately the same time a small airplane took off from El Paso, Texas headed towards Mexico City. The U.S. radar detected both, the UFO and the small plane, and monitored both for a while until their signals disappeared simultaneously and at the same location over Mexico.[1][2]

The Mexican government sent a team to recover the small plane and its passengers, while the U.S. continued to monitor the situation. The U.S. military offered its recovery expertise to the Mexican government, but the Mexican government declined. At the U.S. military radar air base, four Huey helicopters were readied up as well as a 15-man recovery team to head to Coyame, Mexico. The American group included Cpt. Lawrence Merley, Lieut. Randall Bishop, Lieut. Eduardo Ramirez, Lieut. Benjamin Rodes, Sgt. Terence Miles, and Lieut. Jerome Smit, all retired U.S. armed forces personnel. The group entered Mexico surreptitiously after intercepting a Mexican radio communication giving away the location of the crash site.[3][4]

Wikipedia Page

If the persons named in the Wikipedia list turn out to be actual persons who perished in Chihuahua in 1974, then what of the other details Mercy11 gives? Contained in the data are a lot of details that previously were not known in the case. For example, according to Mercy11, the soldiers appeared to have died of asphyxiation and were not attacked because they never fired their weapons. Also named is the exact model of the airplane – a Cessna 180, which is something that is not mentioned in the Deneb report.

These changes to the original story also suggest that the crashed UFO was first taken by the Americans to a location only 15 kilometers (9.3 miles) away from where the Mexican convoy stopped and later transported by railroad to Wright-Patterson Air Force Base near Dayton, Ohio.

Mercy11 has edited many Wikipedia articles pertaining to Latin America

and Latinos. Specifically, the user has contributed a lot of information and files about Puerto Rican history and biography. It appears that his editing on the Coyame page is his only work on any Wikipedia article related to UFOs.

We contacted Mercy11 through his Wikipedia "talk" page, in hopes of finding out the original source of the information about the dead soldiers. Here was our initial correspondence, followed by his response:

The Authors:

Dear Mercy11,

On September 29, 2012, you added some very interesting content to the Wikipedia article "Coyame UFO Incident," about an alleged UFO crash near Coyame, Chihuahua, Mexico, in 1974. As the author of two books about this case, I had never previously heard or seen any of the facts contained in your contributions - and the details you give seem to contradict previously-known facts about the case. Also, you gave no source for this information in your article. I would like to know if you're willing to tell me where this information came from and how you obtained it? Is it all credible or verifiable? As a person that is often asked to comment and speak publically about this event, I would appreciate knowing if your information can be considered viable. The parts I would like to verify are shown below. You can send me a personal message. Thanks.

The Mexican government sent a team to recover the small plane and its passagers, while the U.S. continued to monitor the situation. The U.S. military offered its recovery expertise to the Mexican government, but the Mexican government declined. At the U.S. military radar air base, four Huey helicopters were readied up as well as a 15-man recovery team to head to Coyame, Mexico. The American group included Cpt. Lawrence Merley, Lieut. Randall Bishop, Lieut. Eduardo Ramirez, Lieut. Benjamin Rodes, Sgt. Terence Miles, and Lieut. Jerome Smit, all retired U.S. armed forces personnel. The group entered Mexico surreptitiously after interception a Mexican radio communication giving away the location of the crash site.

Upon their arrival to the crash location in Mexico, the American group came across a strange metallic object in the shape of a disk with and exhibiting what appeared to be frontal impact and noticeable wreckage, together with the burned remains of the small plane, a Cessna 180. A short distance from the wreckage was also an Olive green Jeep belonging to the

Mexican military and containing the bodies of four Mexican soldiers in it. The soldiers were Cptn. Rogelio Arguelles Gonzalez (B-72354), Sgt. Teófilo Margarito Puebla (B-72544), Corp. José Trinidad Meráz (A-12309), and Corp. Ricardo Velazquez (B-905523). Their bodies displyed signs of death by asphyxiation. They were also in possession of their firearms, but showed no evidence of attempting to use them. One of the American Huey helicopters picked up the UFO are carried it some 15 kilometers, where an American convoy awaited to take it via rail to the Wright-Patterson Air Force Base.

Mercy 11's Response:

My primary interest was to remove the "needs additional citations for verification" tag that was on the article so it would look cleaner. Per WP:RS, I removed the tag once I had provided the necessary reliable citations which supported the statements in the article. I provided the citations necessary, and you can find them in the article, but I am providing here again for your reference and convenience: http://www.history.com/shows/ufo-hunters/videos/mexicos-roswell-the-coyame-crash#mexicos-roswell-the-coyame-crash "UFO Hunters: Unexplained: Mexico's Roswell: The Coyame Crash." History Channel. "TV Shows." Retrieved 28 September 2012.

If you think the information I provided is contradictory to other reports, per WP:NPOV, you can add such other contradictory information to the article.

I hope this answers your questions. Regards.

But of course, his response did not settle the matter. The History Channel link he cited did not contain any of the information that he injected into the Wikipedia article. It was another dead end. Then, he communicated the following:

Thanks for expresing your concerns. I will take a closer look and post a reply to your comments. Just a note, that it may be sometime before I reply as as I am currently involved in other activities in "my real life". Regards.

After several weeks went by, we contacted him again to see if he had made any progress:

Dear Mercy11,

You had indicated about a month or two ago that you would get back to

me on the sources you used to update the "Coyame UFO Incident" Wikipedia article. First, you had cited the History Channel, but I followed your link and there was no such information. In particular, I'd like to where the names of the deceased Mexican and U.S. soldiers came from. Interestingly, a death certificate for one of the named Mexican soldiers has been located by a Mexican UFO researcher. The person died in Chihuahua, Mexico, in August of 1974 - which leads one to believe that the names of the soldiers might actually be authentic.

Please advise as soon as possible on where you found the names of the soldiers, as listed in this article. Please contact me via my personal e-mail.

Mercy11 responded by adding a few additional citations to the article. However, all of the new citations he added were published *after* September 2012 and were based on the information that Mercy11 himself posted on Wikipedia. We responded to his second attempt to declare his original sources by saying, “The additional citations point back to the Wikipedia article itself ... They are not valid references. Would you be so kind as to reveal the source for the original additions you made - specifically the names of the soldiers?”

Then, upon our prompting him further, Mercy 11 did more research into other sources that he might have consulted at the time that he added the information to the Wikipedia page about the Coyame crash. Finally, on August 27, 2013, he e-mailed the authors to admit that he was unable to find the original source and stated that he could not help us resolve the matter.

He told us in an e-mail, “This [not being able to locate the original source] puzzled me, because I am not into the practice of providing citations that do not contain the information they are claimed to support. This left me with only one reasonable explanation: I suspect what happened is that I saw the information at some other site which I had on my screen at the moment but in another window, but which I failed to attribute and record properly those two paragraphs with the soldiers' information. Since the information cannot be independently verified, as you have demonstrated, and not even with the WayBack machine, I am removing the names of the Mexican and American soldiers from the article.”

Adding to the mystery of Mercy11 is the fact that he resisted all our attempts to learn his true identity. We suspect he is either Puerto Rican or of Puerto Rican descent. He was careful to never reveal anything about himself,

nor would he e-mail us directly using his personal e-mail address. Throughout the several months that we corresponded with him, he managed to completely hide all his personal information.

Does Mercy 11 have an “inside” connection to the Coyame UFO Incident? Does he have a link to the U.S. or Mexican military or intelligence bureaus? Or, did he just happen to stumble upon some interesting information that someone had posted online for a short period before the data was quickly removed? Deep questions remain.

12. WITNESSES ON THE TEXAS SIDE

In the fall of 2012, as Presidio, Texas prepared for a UFO festival inspired in part by the Coyame case, two long-time area residents came forward with a remarkable tale of seeing a "glowing fireball" in the sky at the same time as the UFO incident. 82-year-old Johnnie Chambers, a legendary school teacher in Ruidosa and Candelaria, remembers seeing the strange fireball, "It was just a big explosion in the sky – mostly round. I can see it in my mind, but it's hard to describe. I would say the width of it was about four or five miles and of course, it was up pretty high in the sky."

Chambers' son, John, who was ten years old at the time of the sighting, remembers that he and his mom were driving back to Ruidosa from Chinati Hot Springs when "all of a sudden a big old glow, fireball-looking thing, appeared over the mountain over there. We stopped and watched it for a while. It was quite a fireball."

The Chambers were driving west on Hot Springs Road, facing toward Mexico, when the strange blazing orb suddenly erupted in the sky over the Mexican mountain range that fronts the Rio Grande River. "It was just 'boom,' and it was there," Mrs. Chambers remembers. She pulled her car over, and she and her son got out and watched the fireball. John Chambers recalls that their vantage point was ""about halfway from Chinati Hot Springs back to Ruidosa. About halfway back – it'd be about four miles from Ruidosa, approximately."

Describing the object, he says, "It was fist-sized [from his viewpoint], like if you hold your fist out away from you – maybe even a little bigger. It was quite a fireball. It was darker in the middle and radiated out from there. It was between orange and reddish. It wasn't really, really fire-red – blazing red – but it had a little orange in it, but right in the center, it was red. It seems like the center was a little brighter. It was bright red around the center and kind of orange around the edges."

He adds that the object never moved as they watched it and didn't seem to decrease in intensity. "It was stationary. I can't remember how long it glowed. I don't remember if we stayed and watched it until it stopped glowing or if we drove on to Ruidosa. It didn't move up or down."

John Chambers (Photo by Brad Newton)

“It stayed up there for a while,” he said. “We thought it was a fire. We had seen fires many times before on the other side of the mountain, and you’d see a glow at night – but not like that. It was different kind of glow. It was different from just a fire glow or anything like that. It was like the sun going down on the other side of the mountain is the way my mom and I remember it. It was kind of like the sun going down, but the sun had already gone down – so it was almost like the sun coming back up.”

Mrs. Johnnie Chambers (Photo by Brad Newton)

Regarding how high up in the sky it was, John Chambers said, “There are high mountains over there. It was up above the mountains. Maybe at about 10 o’clock high. Of course, if we had been farther back toward Hot Springs, it wouldn’t have been as high – I mean we were dropping down in elevation as we were coming back to Ruidosa.”

“It seemed to be on the other side of the mountain, and it [the fire] came up over the top of the mountain,” Mrs. Chambers remembers. “We thought it might be a plane crash. We previously had a military plane crash up at the ranch [10 miles north of Candelaria]. A military plane crashed up there on the mountainside. I didn’t happen to see it, but we had some hunters out there at the time that did see it. That’s what it looked like to me – a huge explosion. I thought a plane had crashed into the mountain.”

Computer Simulation of What the Chambers Saw (Photo by Brad Newton)

John Chambers added, “We figured that it was a plane crash. But it would have to be a big plane to make that big of a fireball.”

The sighting began at around sundown and continued for perhaps up to half an hour. “It wasn’t quite dark yet. It was getting dark, but it wasn’t dark,” Mrs. Chambers said. After watching the fireball for several minutes from their stopped car, the Chambers continued driving down the mountain toward Ruidosa, but they drove slowly in order to continue watching the fascinating sight. Mrs. Chambers recalls, “We watched it all the way down the mountain – I imagine at least 5 or maybe 10 minutes more. We didn’t keep driving at regular speed. We slowed down and kept watching it.”

John Chambers, Mrs. Chambers, and Noe Torres, Speaking During Presidio Town Hall Meeting in October 2012 (Photo by Brad Newton)

At some point, as they neared Ruidosa, the fireball suddenly disappeared. John Chambers said, “By the time we drove about four miles to the house, I don’t remember any more glow. Of course, were dropping way down, you know, down there by the river. Of course, with those steep roads, you wouldn’t be able to see it at all times, especially when you get down low and you’re heading away from it [as the road winds]. As I remember, when we got back to the house, we turned and looked back in that direction, and it was gone or it might have been a little glow.”

Mrs. Chambers also does not remember exactly when the object disappeared from their view. “It stayed for a few minutes and then just disappeared,” she said.

Although neither witness remembers the exact year or date of the sighting, Mrs. Chambers believes that it could have been 1974. “I taught in a one-room school house in Ruidosa from 1972 to 1975, and it seems that it happened a year or two before the school moved to Candelaria.”

“We’re not certain yet how what Mrs. Chambers and her son saw is related to the Coyame Incident, but we have a strong suspicion that it is related,” said author Noe Torres. “We don’t know if the fireball they saw might have been the result of the initial mid-air collision between the airplane and the UFO. Or, it could have been the bomb that was reportedly detonated to hide the evidence at the UFO crash site.”

The Chambers had put the incident completely out of their minds until recently when Charles Angell, a friend of John Chambers, talked to him

about the book *Mexico's Roswell* in a chance meeting during which Angell told him about the upcoming UFO festival in Presidio. As Angell briefly described the book to him, John Chambers suddenly exclaimed, "I remember seeing that!" He told Angell that, although he had never heard about the UFO part of the story, he did recall seeing a large fireball in the sky. Angell then arranged for Torres to interview both Chambers and his mom by phone, at which time they disclosed the facts of their sighting.

During the interview, John Chambers made another startling revelation to Torres – that within a day after he saw the strange glow in the sky, several area residents observed a group of military helicopters moving back into the U.S. from the Mexican side, including one large, twin-rotor helicopter. "It was several, maybe three or four," he said. This observation also fits in with the "Mexico's Roswell" scenario, in which military helicopters, after recovering the UFO in Mexico, brought it back across the Rio Grande River into Texas.

John Chambers adds, "People up at Candelaria said they saw them. In those days, there just wasn't a whole lot of flying going on. It wasn't like now with the B-1, military, and all that, you know, come through here. Back then, you didn't see a while lot of that. They said they saw these helicopters – I don't think they were real close to the town, because some of those people lived on ranches away from the town. They did see our military helicopters coming back out of Mexico. It was somewhere in that same time-frame [as the sighting of the fireball], like maybe the next day, or it could have been that same day."

"The story about the helicopters is especially intriguing," Torres said. "John Chambers says that they never saw any military helicopters in the area prior to this event – so this really stuck in the minds of the local people who saw them. Also, it was very strange that the helicopters would be coming back across the border from Mexico. Also unusual is the fact that the sighting of the helicopters occurred right after the strange fireball in the sky."

13. UFO DIPLOMACY

Might there be any historical evidence to indicate that either the U.S. president in 1974, Gerald R. Ford, or Mexican President Luis Echeverria, were in any way involved in the Coyame Incident or its aftermath? Some researchers believe that there are traces of such evidence in the archival records of both countries.

U.S. President Gerald Ford (left) and Mexican President Luis Echeverria (right). Photo taken on Oct. 21, 1974.

Research by Carlos Guzman and Alfonso Salazar, UFO investigators in Mexico City, recently unearthed a very interesting item regarding the behavior of both men immediately after August 25.

Guzman and Salazar found an article in the Mexican newspaper *El Nacional* for August 30, 1974 (five days after the Coyame Incident), in which Mexican government officials said that they had received a rather sudden request from U.S. president Gerald Ford to meet with the Mexican president. The article stated, “President Gerald Ford requests meeting with President Luis Echeverria. U.S. president Gerald Ford has communicated with Mexican

foreign minister Emilio O. Rabasa regarding his desire to meet with President Luis Echeverria Alvarez, wishing to discuss Echeverria's recent visit to South America and Jamaica, and seeking his opinion on the general situation in Latin America. Rabasa was received today in the White House by President Ford, who expressed his desire to speak with the Mexican president soon. Ford said that Echeverria could choose the date and location of their meeting. U.S."

According to the historical record, the meeting between Ford and Echeverria took place less than two months later, on October 21, 1974 along the U.S.-Mexico border in Arizona and Magdalena de Kino, Sonora. It was Ford's first foreign diplomatic trip of his presidency. Ford left the White House by helicopter at 7:08 a.m. Eastern time and arrived at Andrews Air Force Base moments later, where he was taken by plane to Davis-Monthan AFB in Tuscon, Arizona. Arriving in Tucson four hours later, Ford was then flown by helicopter to Nogales, where he began his day of meetings with the Mexican president at 9:30 a.m. Mountain Time.

The official White House press release later described the initial meeting of the two presidents:

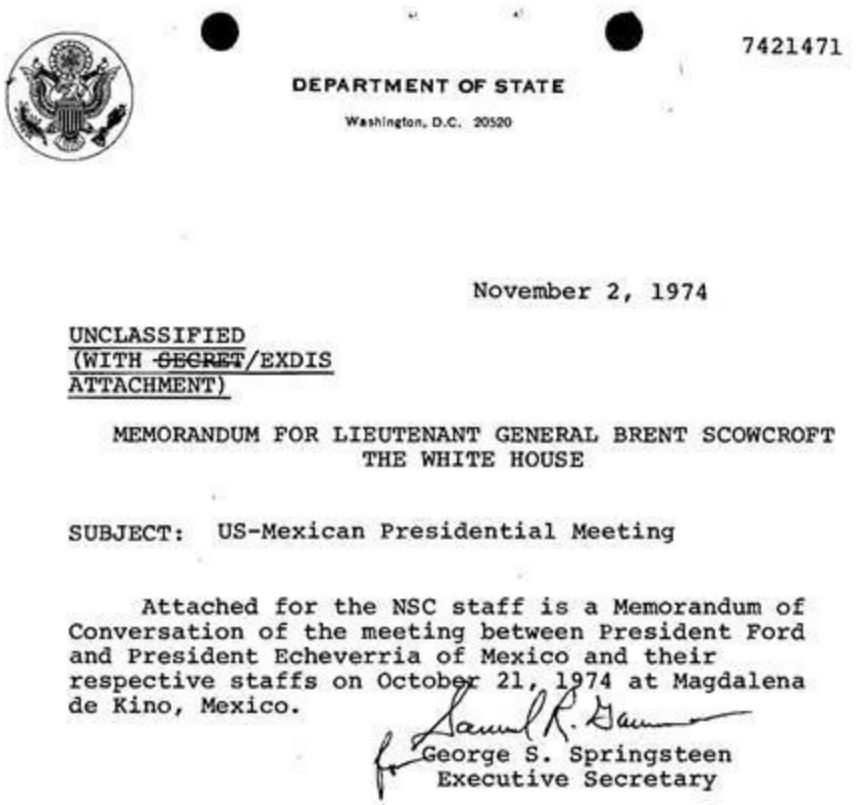
The President arrived a few minutes early at Davis-Monthan AFB. Several hundred were there along the fences, mostly servicemen and their families. President worked the fence for five minutes, largely thanking people for turning out.

Then, the President left by helicopter for Nogales, an uneventful 30-minute trip to the border area. The choppers landed in a field about six miles from Nogales near a Catholic Hospital.

The President then traveled by motorcade for 15 minutes to the border station, where the ceremony of welcome was held. Along the route, Ford stood in the open-top limousine and waved to the crowd. The crowds along the way waved pictures of both Presidents and flags of both countries.

Echeverria greeted Ford and Kissinger with the traditional abrazzo. The two Presidents walked through the crowds, smiling and waving for about a block to a raised red-carpeted platform in the middle of the street. Several thousand people jammed the area, standing on roof tops as well as lining the streets. Echeverria delivered the opening greeting. It was translated along the way by a female interpreter. The Ford made his remarks without stopping, largely following the text. When he finished, an interpreter read the

speech in Spanish.



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DEPARTMENT OF STATE

Washington, D.C. 20520

November 2, 1974

UNCLASSIFIED
(WITH ~~SECRET~~/EXDIS
ATTACHMENT)

MEMORANDUM FOR LIEUTENANT GENERAL BRENT SCOWCROFT
THE WHITE HOUSE

SUBJECT: US-Mexican Presidential Meeting

Attached for the NSC staff is a Memorandum of Conversation of the meeting between President Ford and President Echeverria of Mexico and their respective staffs on October 21, 1974 at Magdalena de Kino, Mexico.

Samuel R. Gammon

George S. Springsteen
Executive Secretary

Memorandum Declassified in 2001

The two stood for pictures and the crowds surged in. The two Presidents then walked about one block to lay the wreath at the monument of Benito Juarez. No effort was made to control the crowd and they surged in from all sides.

From this point, the two then walked nearly three quarters of a mile through the streets of Nogales on the Mexican side. The scene was chaotic. The crowds fell in behind the two Presidents and security men were pressed to keep them from running over them. Several thousand people lined the streets. They shouted greetings, many of them had matracs - noisemakers. There was periodic band music along the way.

Near the end of the walk, Ford shed his suit coat. The President, perspiring freely, was smiling and waving along the way.

From time to time he turned to Echeverria to say something but the crowd noise prevented us from hearing any exchange.

The whole procession was a tumultuous one. It lasted anywhere from 30 to

40 minutes.

Finally, the two Presidents stopped and boarded a bus. The motorcade then sped out of the city to the airport and the helicopter trip to Magdalena.

Although the public record notes that the two presidents spent the entire time engaged in routine diplomatic discussions, mainly concerning drug trafficking and illegal immigration, might there have also been some private discussion regarding the alleged crash of a UFO near Presidio, Texas, just two months earlier? The timing of the sudden meeting with the Mexican leader seems to suggest that there was an underlying urgency that was not routine in nature.

In 2001, the U.S. government released a formerly-classified transcript of the meeting between Ford and Echeverria in Magdalena de Kino on October 21, 1974. The transcript records a lengthy discussion regarding Mexico's efforts to assist the U.S. in stopping the flow of illegal drugs across Mexico and into the United States. At one point, President Echeverria noted increased instances of drug activity along the U.S.-Mexico border and said, "Along the three thousand kilometer border, it is very easy for small planes to take off and land in small private ranches."

The Coyame crash of 1974 was certainly not the first time that the topic of unidentified flying saucers had arisen in the arena of U.S.-Mexico international relations. Since both governments maintain official silence regarding any agreements or policies toward UFOs, only rarely has the public caught a glimpse of the hidden "UFO relations" between the two countries. One such glimpse is possible in a remarkable series of events involving a former Mexican president.

Miguel Alemán Valdez served as Mexico's president from 1946 to 1952. His term in office corresponded with that of Harry S. Truman, who was the U.S. President from 1945 to 1953. When Miguel Alemán and Truman held talks in Mexico City during March 3-5, 1947, it was the first time an American President officially visited the Mexican capital. The visit was a friendly one, and discussions were held on several topics, including U.S. loans to foreign countries and outbreaks of a disease affecting livestock in both countries. Some researchers think that the topic of UFOs may also have come up between the two men.

Miguel Alemán (left) meets with Harry S. Truman in 1947 (Truman Presidential Library)

Speaking in Mexico's National Palace on March 3, in a nationwide radio broadcast, Truman said, "International relations have traditionally been compared to a chess game in which each nation tries to outwit and checkmate the other. I cannot accept that comparison with respect to the relations between your country and mine, Mr. President [Miguel Alemán]. The United States and Mexico are working together for the mutual benefit of their peoples and the peace of the world. You have made me feel, what I could not have doubted in any case, that I stand here, in the midst of the great people of Mexico, as a trusted friend and a welcome guest."

Truman's historic visit to Mexico City in March was followed by a reciprocal visit by Miguel Alemán to Washington, DC two months later, from April 29 to May 1. This was the first time a Mexican President officially visited the United States capital. On May 1, he delivered a historic address in a joint meeting of the U.S. Congress.

In the Library of Congress Country Studies, the Alemán presidency is described as follows: "One of Alemán's first acts as president was to reaffirm amicable postwar relations between Mexico and the United States. In a symbolic gesture of rapprochement, United States President Harry S. Truman and President Alemán visited each other's countries. On September 2, 1947, Mexico was among the signatories of the Inter-American Treaty of Reciprocal Assistance (Rio Treaty), which outlined a system of mutual defense on the part of Western Hemisphere nations against outside aggression."

It is extremely interesting to UFO researchers that three important Mexican crash retrieval events (Laredo 1948, Mexico City 1949, and Del Rio

1955) all occurred during this era of improved relations between Mexico and the United States. In all three crashes, the administration of Miguel Alemán Valdez seems to have cooperated with the Truman White House.

Mexican Army Units in Mexico City Parade (U.S. Air Force Photo)

In the 1948 crash near Laredo, Mexican troops stood down, allowing the Americans full access to the crash site. In the 1955 crash near Del Rio, the Mexican soldiers reportedly secured the area of the crash, waited for the U.S. troops to arrive, and then turned the crash scene over to the Americans. In the 1949 crash near Mexico City, the Mexicans were said to have allowed a number of U.S. military officials to visit the crash site.

In yet another interesting fact about the relationship between Miguel Alemán and Harry S. Truman, both men were members of the Freemasons in their respective countries. Truman even rose to the rank of Grand Master.

Although Miguel Alemán had already left Mexico's highest political office by the time Dwight Eisenhower became U.S. president in 1953, he communicated with Eisenhower on occasion, including at a "summit of ex-presidents" held in January of 1963.

In 1982, Leonard Stringfield reported that former Mexican president Miguel Alemán claimed that Eisenhower once told him an amazing story about UFOs. Eisenhower claimed he had visited an air base in the Southwestern United States where he was shown a recovered flying saucer and its dead crew.

Harry S. Truman (left) and General Dwight D. Eisenhower (right). (Eisenhower Presidential Library)

In his *UFO Crash/Retrieval Status Report III*, Stringfield revealed a letter written by a UFO researcher from Madrid, Spain named Antonio Ribera. According to Ribera, a friend of his attended a gathering in Mexico in 1970 at which one of the guests was former Mexican President Miguel Alemán Valdez. The evening's conversation turned to the subject of unidentified flying objects, which caused the former president to listen attentively but say nothing. When one of the guests noticed that Miguel Alemán had not given his opinion, he asked the former president what he thought about flying saucers.

Alemán's response most certainly shocked everyone at the table that evening, as he revealed that during a meeting with Dwight D. Eisenhower, the former U.S. President had told Alemán that he had once been taken to a military base and shown a crashed flying saucer and its dead occupants.

In his letter to Stringfield, Ribera stated, "Eisenhower told him [Alemán] that he once visited an air base in the Southwest United States where they showed him a flying disk and the cadavers of several of its crew members."

Skeptics argue that Eisenhower was not the U.S. President when Miguel Alemán was in office; however, the meeting between Alemán and

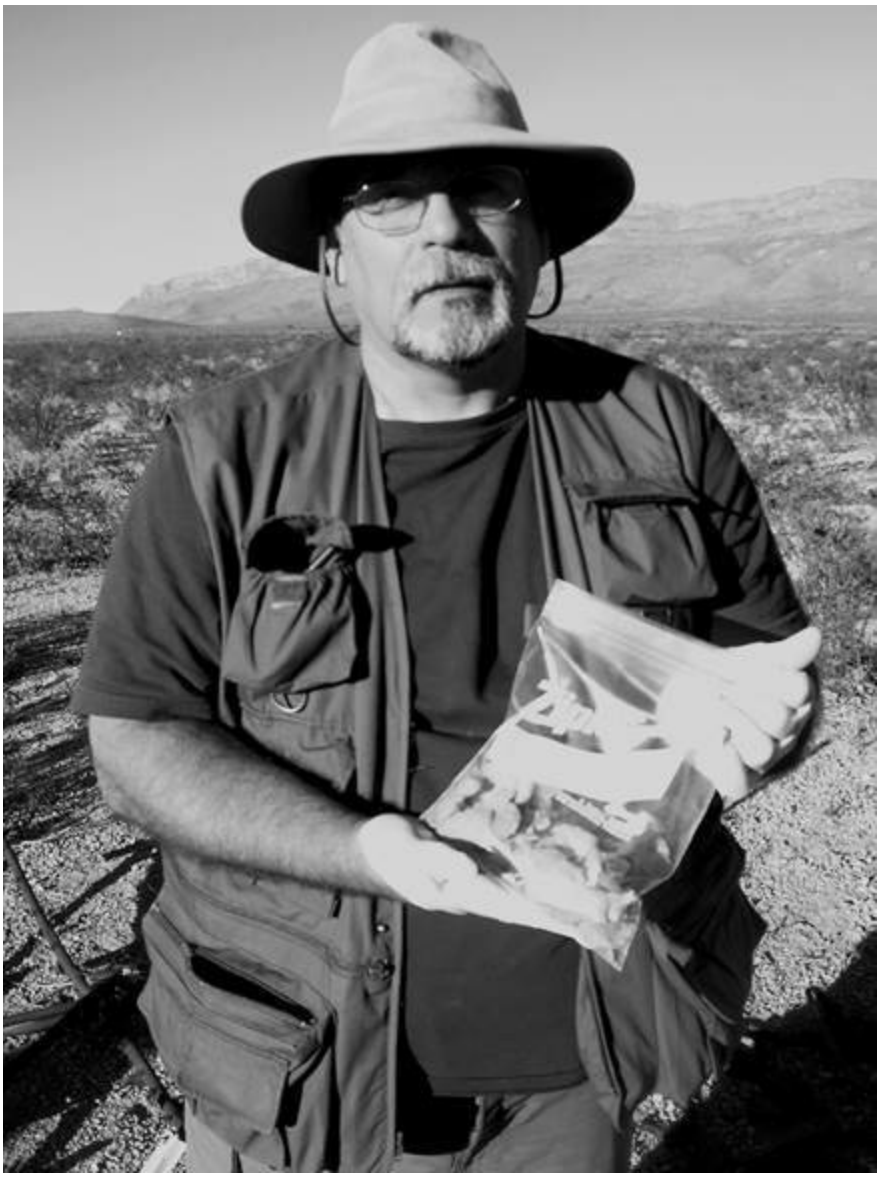
Eisenhower may have taken place after Alemán left office. Former presidents in Mexico continue to use the title of president even after their term ends, as is also the practice in the United States. The Alemán-Eisenhower meeting might even have taken place in January 1963 when the two former presidents met in Washington, D.C. for a series of talks.

Regardless of when the meeting took place, the story that Eisenhower supposedly told Alemán about having seen a crashed UFO and its occupants is incredible indeed. Given that the Alemán presidency was a time of great UFO activity in both Mexico and the United States, this remains an intriguing story.

14. UFO HUNTERS

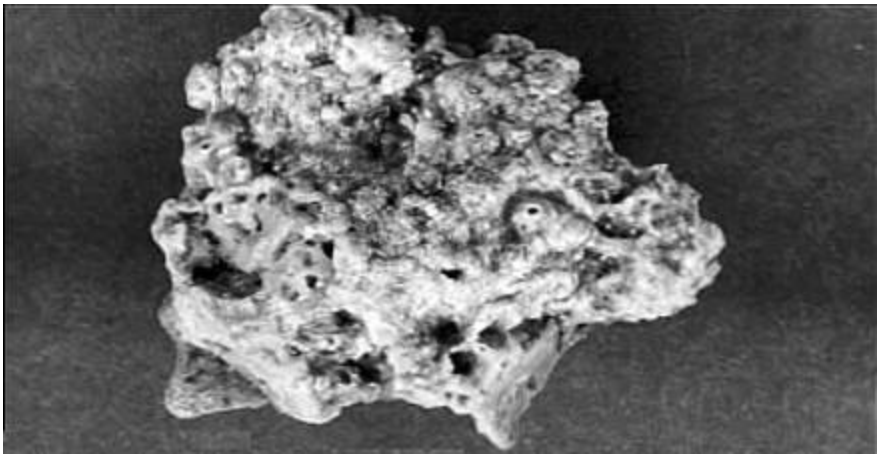
In October 2007, the authors returned to Coyame with a television production team hired by the History Channel to film a segment for the documentary series *UFO Hunters*. Over a two-day span, the crew filmed more than sixteen hours of footage around Coyame, revisiting many of the same sites that we had visited previously while doing research into this case. We did a “dramatic recreation” of our previous visits to Coyame, during which we discovered several strange sites in the area that we felt could be related to the 1974 UFO incident.

Bill Birnes (left) During History Channel Filming Session near Coyame



Ruben Uriarte Gathers Samples from Debris Field near Coyame

Members of the History Channel team also, for the first time, collected samples that were later subjected to careful laboratory analysis. Among the cast members were Bill Birnes, publisher of *UFO Magazine* and series regular Pat Uskert. Work on the documentary began on an extremely bright day at two locations in the Chihuahuan Desert, about five miles outside of Coyame. The filming took place at the areas where the authors previously found the “mystery pit” and the airplane debris field. The History Channel team scoured the desert around those two sites, collecting bits of wreckage from the small plane that crashed there, as well as soil samples from around the unexplained pit.



Fused Metal Found at Coyame Debris Field

Milione Holds up Coyame Metal Fragment

One team member Ron Milione spent much of his time collecting and bagging samples for later examination in a laboratory. An analysis by *UFO Hunters* personnel found that some of the airplane debris showed signs of having fused with an unknown material, possibly from a UFO, during impact. In the *UFO Hunters* episode that resulted from the Coyame filming, which was broadcast nationally on February 20, 2008, Milione stated that the resulting fused metal contained some unusual properties which made it difficult to classify, “I can't classify it with the discriminator. It's giving me between zinc, copper.... It's really giving me an unknown indication of what this is. There may be some other mixed elements in here.”

Unfortunately, further analysis in a laboratory shed no additional light on the metal fragment. The Coyame sample was definitely a mix of different elements, some of which were difficult to identify, but the results were

inconclusive in terms of whether it contained any materials from outside our own planet.

UFO Hunters crew also explained that, according to Locard's Exchange Principle, whenever two objects come into contact, a transfer of material will always occur. In a theoretical impact between a UFO and an earthly object, such as an airplane, Locard's Principle would be applied in attempting to isolate the non-Earth materials that might be present in the crash debris. History Channel team member Bill Birnes said, "This could be an example of Locard's theory of transference in which two metallic elements hit, melt fuse."

In addition to filming at the airplane debris field, the History Channel crew also spent quite a bit of time at the other mysterious location near Coyame previously discovered by the authors. About a mile away from the debris field is the circle of scorched earth about 30 feet in diameter with what appears to be a man-made mine shaft leading straight down underground, truly a "mystery pit." Scattered all around the ground were small fragments of metal that seems to have been exploded.

After carefully analyzing the area around the shaft and collecting soil samples at various distances from it, the History Channel investigative team concluded that an underground explosion occurred here, possibly as part of a covert military operation designed to destroy something. Laboratory analysis later confirmed traces of petroleum and/or benzine in the soil around the mystery pit, leading the researchers to conclude that the explosion sent flames and smoke shooting high into the sky and caused a darkening of the surrounding soil when the ash and debris from the explosion settled back down to earth.

A laboratory analysis of the soil samples was done by Capco Analytical Services of Ventura, California. The testing searched for the presence of volatile organic compounds (VOCs) in the soil. VOCs would include methane and formaldehyde, and the presence of VOCs would support the presence of petroleum or petroleum based products. Following the testing of the soil from the mystery pit near Coyame, a member of the laboratory staff stated, "We found a slight trace of hydrocarbons, basically, petroleum products, which we kind of define, looking at the chromatograph, as motor oil."

Team Member Checks Radiation Levels with Geiger counter

Uskert Finds Lids from 50-Gallon Drums

History Channel investigator Pat Uskert said, “The soil samples from Coyame did have some kind of semi-volative compound in them. Although we cannot draw specific conclusions, we do know that something happened there that may have involved some kind of explosion or incendiary process. All of this supports the possibility that there may have been some sort of military activity there and therefore some sort of military coverup.”

“The hole that we found is not simply a hole in the ground,” Bill Birnes said. “It’s a drilled hole. So this is a site where some kind of burial or explosive operation – some kind of incendiary operation – took place to get rid of evidence and bury evidence. It looks kind of like a bomb crater or nuclear explosion sites, where it explodes and the ground collapses, leaving a crater.” His description brings to mind the reported detonation of some type of explosive device to destroy remaining evidence in this UFO case.

"UFO Hunters" in Coyame. Standing (L-R) Ruben Uriarte, Ron Milione, Pat Uskert, and Bill Birnes. Kneeling (L-R) Noe Torres and Juan Guzman.

In another interesting anomoly, while making a Geiger counter sweep of the mine shaft located in the center of the darkened circle of earth, Milione detected radiation eight times higher than normal, leading him to guess that radioactive material may have been present sometime in the past at the Coyame pit location. Normal background radiation is about 15 counts per minute (cpm), but as Milione put the probe down into the shaft, the reading jumped suddenly to over 100 cpm.

Since there appears to have been a large-scale explosion near Coyame with traces of radiation around the mysterious shaft, speculation has arisen that this may have been the site where the debris from the UFO-plane collision was taken to be incinerated. The *UFO Hunters* team found evidence of a coordinated operation, involving the use of 50-gallon drums of petroleum-based materials. Also found was evidence that portable lighting was rigged up at the site during the disposal operation, suggesting that the entire event occurred under the cover of night.

The portable lighting may have been employed during a military operation that involved the digging of the pit, the moving in of 50-gallon containers of a petroleum-based explosive substance, and the subsequent igniting of the explosives to obliterate any remaining traces of the Coyame UFO evidence.

Since nobody in the town of Coyame or surrounding ranches knows anything about the history of this mysterious pit, it does not seem to lend

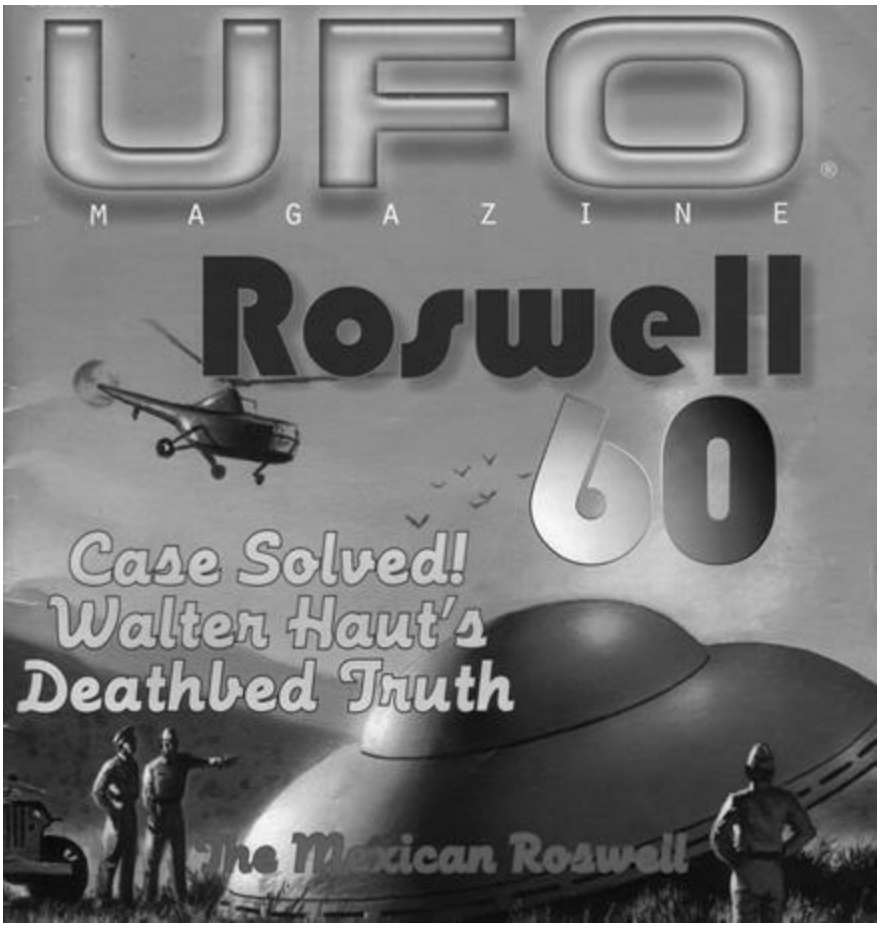
itself to a conventional explanation. The events surrounding this site remain a complete and utter mystery.

Birnes said, “When you come upon a site that potentially contains the wreckage of a plane that crashed with a UFO that the military scrubbed clean, and yet on the site are potentially little pieces of forensic evidence … I’m thrilled. This is a major find.”

UFO Hunters Ron Milione (left) and Pat Uskert (right)

The Coyame UFO crash remains an active and very interesting case. Ruben Uriarte points out, “Just because we’ve written a book about the case doesn’t mean the case is solved. Not by a long shot. This case is still in its infancy, just like the Roswell case was back in the early 1980s.

Regarding the various analyses done by the History Channel investigative team, Noe Torres said, “In the end, all of the tests conducted on the samples that we found were inconclusive, which is fine. The fact that this case is such a mystery is actually what makes it so appealing.”



In Addition to Being Featured on TV, the Coyame Case was Spotlighted in the July 2007 Issue of "UFO Meagaine"

15. UFO FESTIVAL IN PRESIDIO, TEXAS

Prior to Presidio's first annual "Border Zone UFO Festival," anticipation was very high in the area, as evidenced by an article in the *Big Bend Sentinel* on October 18, 2012, in which reporter John Daniel Garcia wrote, "Imagine if you will, a time and place where fireballs erupt in the heavens over a vast desert. A place where an unknown and unseen force could take down an army and bewilder a population. This is an area between Presidio, Texas and Coyame, Chihuahua, Mexico. The year is 1974. It is a place we call the border zone. Presidio hosts the first Border Zone UFO Festival this weekend, which will focus on an August 25, 1974 UFO crash that occurred about 40 miles near Presidio and resulted in the deaths of a Mexican military attachment sent to recover the wreckage."

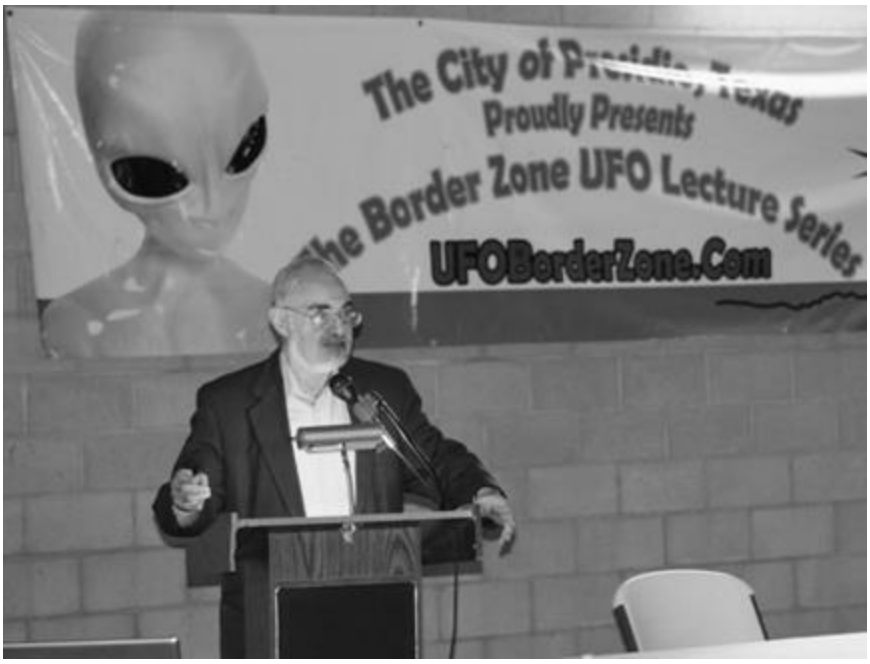
When the time for the Festival finally arrived, close to 1,000 people showed up for the various Festival events held in Presidio, Marfa, and Ojinaga, Chihuahua on October 19th and 20th. The core of the Festival was held at the Presidio Activity Center, 1400 E. O'Reilly Street.

The evemt was highlighted by a series of lectures held both in Presidio and at the Museo Casa de la Cultura in Ojinaga. Other activities included laser experiments at the Marfa Lights viewing site, a rocket launch at the Presidio Fire Station, a music festival at the Presidio race track, and several news conferences and live interviews with media. The keynote speaker for the Festival was nuclear physicist Stanton Friedman, the world's best-known UFO lecturer, who spoke on "Man's Place in the Universe" and "Star Travel? YES!"

Also speaking at the Festival were Noe Torres and Ruben Uriarte, authors of *Mexico's Roswell*, the first book to reveal the story of a reported mid-air collision between a small plane and a UFO about 40 miles northwest of Presidio in 1974. According to the authors, the crash destroyed the plane but did little damage to the UFO, which was then allegedly found by Mexican soldiers and moved from the crash site on a flatbed trailer. Shortly after the soldiers made the recovery, all of them died from exposure to an unknown contaminant that apparently emanated from the crashed UFO.

After the death of the Mexican soldiers, U.S. helicopters from the Fort

Bliss Army base in El Paso, Texas, reportedly brought in a clandestine team of “crash retrieval” personnel, dressed in Hazmat gear. The U.S. team is said to have used a large cargo helicopter to take the fallen UFO back to Texas, crossing the Rio Grande River near Candelaria, Texas. The remaining evidence left behind in the Mexican desert was supposedly obliterated by the use of high explosives. This amazing story is actually what inspired the Border Zone UFO Festival, which kicked off in October 2012.



World-renowned UFO speaker Stanton Friedman Presents a Lecture During the Border Zone Festival (Courtesy Brad Newton)

Shortly before the Border Zone Festival, two long-time area residents came forward for the first time to disclose that they saw a large “fireball” in the sky in 1974 and that several residents of Candelaria reported seeing several U.S. military helicopters, including a double-rotor cargo helicopter, coming back from Mexico about a day after the fireball sighting. The revelation by retired school teacher Johnnie Chambers, 82, and her son, John, has helped bolster the argument that something very unusual did indeed happen here in 1974. Mrs. Chambers and her son spoke about what they saw during a special “Town Hall” session held on Saturday, Oct. 20.

R to L: Noe Torres, Stanton Friedman, and Ruben Uriarte Take Part in Presidio Town Hall Meeting (Photo by Brad Newton)

Attendance at the UFO lectures in Presidio started off slowly on Friday morning but grew throughout the day and on Saturday. Total attendance at all sessions was approximately 300, while the lectures in Ojinaga drew about 100 people. In addition, about 200 people attended the laser experiments in Marfa on Oct. 18, 19, and 20. Another 300 people attended the "Dude of the Dead" music festival, which was held in conjunction with the UFO event. Also, thousands of people watched all the lectures live on the Internet at UFOborderzone.com, and thousands more listened to live coverage of the lectures on the nationwide Inception Radio Network.

"We were extremely pleased by the high level of interest generated by our festival," said author Noe Torres, who worked with Brad Newton to organize the event. "The world's best known UFO festival held every summer in Roswell, New Mexico, only drew about 200 people the first year. Five years later, they had over 100,000 attend. So in that context, this was a highly successful start for this festival. We believe that next year's festival will be even bigger."

The Dude of the Dead music Festival was held concurrently, with most of the concerts taking place on Saturday night beginning after the final UFO lecture. *Texas Monthly* magazine calls it "an event akin to Burning Man that mashes Día de los Muertos rituals with live music … like one big séance." The live music took an "Americana" slant, with acts that include The Doodlin' Hogwallops, Jim Keaveny, Skin 'N Bones, Anthony Ray Band, The Rocky Top Alien Breeding Experiment, David Shane & the Dusty Ramblers, 7 Year Drought, and Pablo Menudo. Several of the acts unveiled special renditions of UFO and outer space songs, such as "I Saw the [Marfa] Light"

by David Shane and “Space Cowboy” by Skin ‘N Bones.

Nuclear Physicist Stanton Friedman (3rd from Left) Meets with the Award-Winning Rocketry Team from Presidio High School (Photo by Brad Newton)

About his lecture titled “Man’s Place in the Universe,” Stanton Friedman said, “Since 1930, our view of the universe has changed dramatically, to where we now know that the universe is billions of years old and that there are likely billions of life-sustaining planets elsewhere in the cosmos. Scientists now estimate there are at least 100 billion planets in the Milky Way alone! It is indeed time to review man’s place in the universe — especially in view of the enormous amount of evidence showing that extraterrestrials have been visiting Earth, that governments have been lying about those visits, that technological progress comes from doing things differently, and that the future is not merely an extrapolation of the past.”

Local Musicians Prepare to Take the Stage at UFO Festival
(Photo by Brad Newton)

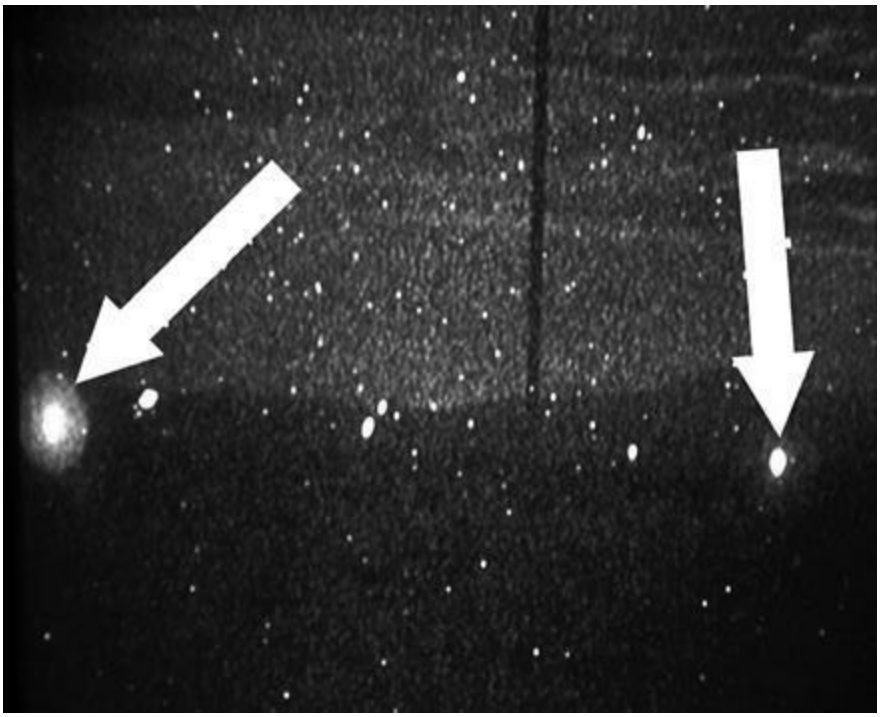
Describing his lecture called “Star Travel? YES!” Friedman said, “Many scientists say that UFOs cannot be from faraway planets because star travel, if it is even possible, would take too long. In truth, star travel is not only possible but is already within our reach! In this lecture, I will show that mankind already possesses the technology necessary to make a round trip to the closest stars within a person’s life span. If interstellar travel is possible for us, it certainly is possible for other, more advanced civilizations elsewhere in the universe. The U.S. government and its industry partners have been developing nuclear-powered engines since the 1960s, and many such engines have been successfully tested. Take a peek ‘behind the curtain’ at scientific achievements that have been mostly kept secret from the general public. You will be shocked to learn that travel to other stars is technically already possible!”

Other speakers at the UFO lecture series included veteran UFO researcher Dennis Balthaser of Roswell, New Mexico, who spoke on “The 1947 Roswell Incident, Then and Now.” The reported UFO crash near Roswell has been Balthaser’s primary research interest for the past 20 years, and he gave a complete history of the world’s most famous case. Balthaser also spoke on “A Closer Look at Area 51,” (“Area 51”) a disclosure about Nevada’s top secret Groom Lake military base. He showed photos of and described unconventional aircraft that are test flown there. Balthaser also discussed the reasons behind the high level of secrecy and presented

documentation explaining this secrecy.

Veteran Roswell UFO Investigator Dennis Balthaser (Brad Newton Photo)

Ismael Cuellar, director of the Laredo Paranormal Research Society (LPRS), lectured on “Marfa Lights and Other Anomalies.” Cuellar’s group uses cutting-edge scientific instruments to investigate paranormal phenomena, such as UFOs, mystery orbs, spirit entities, and more. The group also masterminded the laser light experiments held at the Marfa Lights viewing area during the Festival. Aiming lasers at the Marfa Lights revealed that the lights seemed to “react” to being struck by the laser. During his presentation, Cuellar shared the results of LPRS research into the Marfa Lights phenomenon, as well as other “mystery orbs” that have been detected near Laredo, Texas. Cuellar and his group also presented a lecture called “UFO Hunters,” about the group’s discovery of strange flying objects in and around Laredo.



Marfa Lights Seen Through Night Vision Scope (Courtesy Ismael Cuellar)

In addition to their lecture about "Mexico's Roswell," Noe Torres and Ruben Uriarte also spoke about their latest book *Aliens in the Forest: The Cisco Grove UFO Encounter*. In disclosing one of the world's most intriguing and least known UFO cases, the presentation featured dramatic video testimony from principal eyewitness Donald Shrum, who spoke out in public for the first time ever about his terrifying encounter with aliens in a dark forest near Cisco Grove, California.

The Festival also featured a video titled "Chihuahua UFO Research," prepared by Gilberto Rivera, director of the Chihuahua-based UFO research group GIFAE (Grupo de Investigación de Fenómenos Aeroespaciales). He organized the "Chihuahuan X-Files" Conference and the 1st International Congress of Ufology in Chihuahua city. Since 1996, he has been writing articles about UFOs for the journal "Year Zero." He has also appeared on numerous television programs in Mexico and abroad. In this presentation, he brings us the latest information about UFO sightings in Chihuahua and throughout Mexico. His videotaped lecture was presented to the audience in Spanish with translation into English.

L to R: UFO Researchers Ruben Uriarte, Noe Torres, and Stanton Friedman

The Festival was covered by media and newspapers throughout Texas, including the *San Antonio Express-News* and the *Houston Chronicle*.

In his *Express-News* article, reporter John MacCormack wrote, in part: "Over the decades, the trail has grown faint for the UFO buffs investigating a fiery collision in the Chihuahuan Desert south of here of a small plane and what some believe was a silvery metal spaceship. Although the mysterious disk was quickly seized and whisked away by a special UFO recovery team from Fort Bliss in El Paso, according to some accounts, the interest and intrigue have only grown.

"Over the weekend, the inaugural Border Zone International UFO Festival brought veteran UFO sleuths and curiosity seekers from around the country to ponder this and other mysteries.

Mountains Near Presidio (Photo by Brad Newton)

“Among the UFO heavyweights on the program was nuclear physicist Stanton Friedman, who has been investigating such visitations since the late 1950s — most particularly, the infamous Roswell, N.M., spaceship crash of 1947.

“His message was simple: Evidence of visits by intelligent extraterrestrials to Earth is overwhelming, and only a government cover-up, which he called the ‘Cosmic Watergate,’ keeps the public in the dark. To aliens, he said, humans likely appear to be a very ignorant, violent species whose main activity is making bombs and fighting each other.

“’Why don't the aliens land and talk to us? I don't talk to squirrels in my backyard. Why would they want to talk to us?’ he asked.”

Coverage of the Festival also helped earn the local newspaper in Presidio County, the *Big Bend Sentinal*, an award from the Texas Press Association.

Organizers of the Border Zone UFO Festival are planning to hold it annually, if at all possible. To find out when the next Festival will take place and for complete information about upcoming Presidio events, please visit *http://ufo.presidiotx.us*, or call 432-229-3517.

During our many trips to the area, we have found Presidio to be an excellent base of operations for exploring some fascinating paranormal sites in both the U.S. and Mexico.

It’s a breathtaking landscape filled with the rugged wonder of the Old West and the scenic beauty of majestic mountains, roaring waterfalls, and

spectacular canyons. Visitors are able to explore a past full of mystery and intrigue, as archeologists have found traces of dinosaurs roaming the region over 100 million years ago and thriving human settlements more than 1,500 years before Christ. A visit to Presidio is a journey that transcends time and space, putting you in the middle of a picturesque desert wonderland that has inspired hundreds of books, movies, TV shows, paintings, and other creative endeavors.

While artists find stark, colorful landscapes that cause their imaginations to soar, other visitors enjoy simply spending time admiring, photographing, and touring the majesty of the vast outdoors. The “view from here” is so magnificent that no film or photograph can possibly do it justice, and one must experience it firsthand. Marvels abound, from the ghostly Chinati Mountains, where strange, unexplained lights have been appearing almost every night since the 1800s, to the unbounded panoramic vistas of the Big Bend Ranch State Park, whose 300,000 acres unveil spectacular sights, including the state’s two tallest waterfalls.

All of us occasionally need to unplug from the unrelenting stress of our modern, electronics-saturated existence. There is, within us, a longing for the awe of watching the sun set behind a majestic mountain peak or the serenity of sitting beside a mountain stream.

Every night, the wonders of the universe unfold themselves to those who visit this colorful and historic area. Boasting some of the darkest skies in the world and among the most spectacular star watching, the Presidio area beckons us to consider the nature of the universe and the meaning of existence. With scarce nighttime lighting, this is the ideal place to gaze into the heavens just as the scientists have done for decades at the nearby McDonald Observatory.

Fans of the unexplained will find a treasure trove of paranormal activity in the area, including the reported crash of a flying saucer northwest of Presidio in 1974, the recovery of a non-human skull called the “Star Child” in nearby Chihuahua, the enigmatic Marfa Lights, a mysterious area of psychic energy referred to as Mexico’s “Bermuda Triangle,” a historic silver mine “ghost town,” strange prehistoric fossils and rock art - plus many other astonishing tales. The area is rich with stories of the unexplained and the paranormal, and this has been the case for centuries.

Mountains Near Presidio (Photo by Brad Newton)

The Nearby "Ghost Town" of Shafter (Photo by Brad Newton)

History buffs will find that the Presidio area is deeply rooted in the history of not only the region but also the world. There were humans living in what is now Presidio during the time of the Biblical Exodus and at the dusk of Egypt's age of the pyramids. Spanish explorer Cabeza de Vaca arrived in 1535 AD, and the late 19th century featured occasional Comanche raids and the threat of Mexican bandits, including the notorious Pancho Villa.

In addition to the history and natural features, many visitors simply enjoy the magnificence and freedom of exploring the great outdoors in cars, on motorcycles, on mountain bikes, in river rafts, or using other forms of

transportation. For years, the area has been a treasured gem for motorcycle enthusiasts from throughout the country. They tell us that there's no feeling quite like riding their machines, enjoying the fresh air and abundant sunshine, while surrounded by the splendor and majesty of the area's soaring mountains and rough beauty. Those who prefer to ride the waves rather than motorcycles will find abundant river rafting opportunities on the Rio Grande, as the scenic river winds its way slowly past craggy canyons and lofty mountains. Jeep tours and mountain biking also serve to bring visitors up close and personal with wonders that words fail to describe.

When visiting the Presidio area, concerns about safety should be checked at the door, as this is one of the safest areas in the United States. The crime rate is miniscule (less than 10% of the national average), and the neighboring town of Ojinaga is also among the safest in Mexico. You can travel these beautiful, wide-open spaces without the worries associated with visiting other, larger border towns. It truly is an immersive journey of relaxation, discovery, and wide-eyed wonder.

16. UNANSWERED QUESTIONS

Regarding the airplane that slammed into the UFO and who might have been piloting it, Mexican investigators Carlos Guzman and Alfonso Salazar have identified a person of interest. They found newspaper accounts regarding the death of a 50-year-old Mexican pilot in August 1974.

Guzman and Salazar, looking for any recorded pilot fatalities in Mexico in August 1974, found the story of Enrique Rivera Gutierrez, as reported in the newspaper *El Fronterizo* of Ciudad Juarez, Chihuahua. Rivera died after an "aerial accident" that resulted in 90 percent of his body sustaining first and third degree burns. The newspaper account states that the pilot regained consciousness, suffered horribly from his burns, and finally passed away on August 30, 1974 at 7 p.m. The exact date of the accident is not given in the newspaper article, but it supposedly occurred about 18 days prior to death, which does not match exactly with the Coyame Incident but remains of great interest to Mexican UFO researchers as a possible "cover story" to explain the death of an aviator.

Yet another interesting footnote in the aftermath of the Coyame Incident was the unexpected shortening of Russia's Soyuz 15 mission, which went into orbit the day after the reported crash of the Coyame UFO. Soyuz 15 was presumed to be a military mission and was reportedly going to last between 19 and 29 days.

Cosmonauts Lev Dyomin and Gennadi Sarafanov were supposed to dock their spacecraft with the Soviet Union's Salyut 3 space station, but docking

attempts were unsuccessful due to a fault in the automated docking system – or so the story goes. The mission was scrubbed, and Soyuz 15 returned to earth on August 28, three days after the Coyame Incident.

Their return to Earth was anything but routine, as they experienced "a frightening nighttime descent in extremely adverse atmospheric conditions due to mechanical problems on board the spacecraft," according to the Mexican newspaper *El Mexicano* of Ciudad Juarez, Chihuahua. It was the first nighttime landing by the Soviets, leading Western space experts to claim that the entire mission was plagued with problems which led to a "state of emergency" that almost cost the two cosmonauts their lives. Soviet officials laughed off any such comments, stating that there never had been an emergency.

The Soviets also later claimed that there had been no docking failure either, and that the cosmonauts were actually not supposed to dock with the space station. It was asserted that their mission consisted simply of maneuvering their spacecraft around the Salyut 3 without actually docking with it. Nontheless, Western journalists called the entire Soyuz 15 episode "mysterious" and "unprecendented."

Is it possible that the cosmonauts observed something related to the Coyame Incident or its aftermath while in space? The timing of the mission and its sudden cancellation certainly seem extremely suspicious.

In other recent developments related to the case, in June 2013, the History Channel premiered a new series of UFO documentaries for Latin America called *Contacto Extraterrestre* (Extraterrestrial Contact). The series, available only in Spanish, featured an episode that included new information about the Coyame Incident. The show, titled "Secretos Militares" (Military Secrets), was shown on June 21, 2013 throughout Latin America.

In the program, a number of Mexican UFO investigators are asked their opinion about Coyame. Ruben Villatoro, an investigator that has spent time in Coyame talking to some of its residents, said, "There's a lot of secrecy and silence in regard to this case. I am left with the impression that somebody did their best to make all traces of this case disappear."

In an interview conducted by Villatoro, Coyame resident Cipriano Orozco stated, “What I saw was movement of soldiers through the area, but everything was kept secret. Nothing was disclosed.”

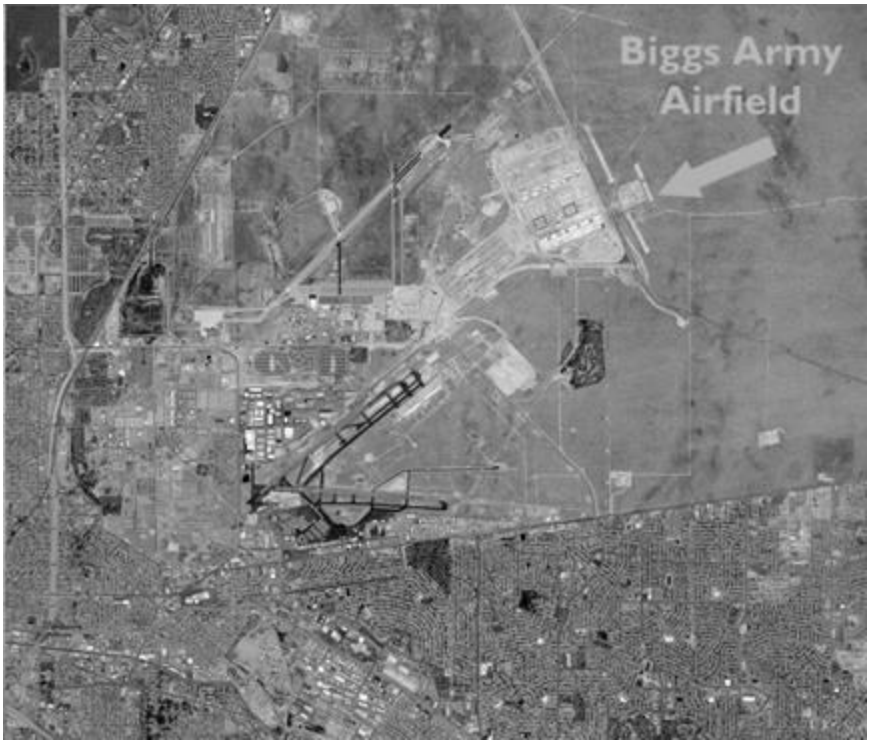
Another resident, Emma Ortega, told the investigator, “We saw the airplane, which was already crashed and in flames. I think somebody came along and took the evidence. We never heard anything else.”

Villatoro also stated on the History Channel program, “The townspeople told me to look at the issues of the local newspaper from 1974, and so we did. We looked through the back issues from the 1970s, and then, to our great surprise, discovered that all the newspapers for August and September of 1974 were inexplicably missing.”

In addition, Mexico City UFO researcher Alfonso Salazar also found another puzzling story, as he explained on the program, “Another very interesting newspaper story [from *El Heraldo de Chihuahua*, Oct. 27, 1974] was about the death of a group of Mexican soldiers supposedly in the crash of a ‘military transport.’ Curiously, the article mentions something about a confrontation between U.S. troops and the Mexican soldiers that perished. “These events bring a lot of questions to mind. Why did they suddenly switch out the army commander for the Coyame zone? Why is there a mention of a group of Mexican soldiers dying in a transport? Why is there a report of a dead Mexican pilot. [All of this happening around August 1974]. Perhaps these are all pieces of the same puzzle. Of course, when national security interests are at stake, there is an attempt to erase all evidence.”

Another piece of the Coyame jigsaw puzzle came to us by e-mail recently, when we were contacted by Jim W., who prefers that his full name not be used due to his family’s military connections. In 1974, Jim was 15 years old and living with his parents in base housing on Carswell Drive at Fort Bliss’ Biggs Army Airfield. He often entertained himself by riding his motorcycle around the base, never encountering any problems with military security – with the exception of one day in 1974, when he ran across

something that puzzles him to this day.



Biggs Army Airfield in El Paso (U.S. Geological Survey)

He told us, “I used to ride a motorcycle in the desert east and north of Biggs. Heaven on earth for a 15-year-old. One day, I believe in 1974, I rode out towards the east end of the runway, alongside the road that goes past the stockade and, I think, the ‘Rod and Gun’ club. At the end of that road there was a rather new building, unlike most of the buildings at the time on Biggs.”

Jim had ridden past this particular building many times before and had never seen any security personnel around it. This time, however, it appeared that something important was going on at the location. The building was abuzz with activity, and security was tight. “On this particular day, there was an MP (military police) on the road, and another one closer to the building and past the point where my trail cut off to the right.”

Surprised and a bit nervous, Jim attempted to quickly speed past the soldiers. “I tried to ignore the MPs and blew past the first one. The second one ran down and cut me off at the trail. Of course, I went through the usual questions and he looked at my dependent ID. He was rather amused that I got past his buddy.

“About then, the first MP reached our location and was rather mad at me

and threatened jail, etc. Once he had vented his frustrations with me, I was turned around and released."

"That evening I asked Dad what that was all about out there. He said they had a captured Soviet SAM (surface-to-air missile) out there. I thought no more about it." Later, he came to the conclusion that it couldn't have been a Soviet missile. "In thinking about this, why would a Soviet missile be there and not at White Sands Missile Range or Redstone Arsenal, Alabama?"

In 2007, Jim heard the story of the Coyame UFO incident and began thinking what he might have seen going on at Fort Bliss that could possibly be related to the case. It was then that he remembered the strange encounter while riding his bike at Biggs Airfield. "It was definitely out of the ordinary."

Also in 2007, while on a long airplane trip, he happened to sit next to a former soldier who was stationed at Biggs in the late 1980s. Jim mentioned having visited Fort Bliss recently, and the man responded by asking, "Is that building with all the antennas still there?" He added that the building seemed to be right out of "Area 51."

Jim wondered if the stranger meant the same building where he had confronted the MPs in 1974. He asked the stranger, "Do you mean the one out on that road past the stockade?" The man replied, "Yeah, there is some

Area 51 stuff going on out there."

The man's reference to "Area 51" in connection with the very same building where he witnessed heavy security in the summer of 1974 caused Jim to consider that there may have been a connection to the Coyame UFO incident. "Apparently, it made an impression on him, as well. We then talked about the Coyame incident that I had seen on TV about a month earlier and we wondered if this building played into the scenario somehow.

"I'm attaching an aerial view so you can see exactly the locations I'm talking about.

"In thinking about this, why would a Soviet missile be there and not at White Sands Missile Range or Redstone Arsenal, Alabama? I see in the recent aerial photos, there is a double fence around this complex, there wasn't a double fence in '74. If you look at the launcher areas of any of the Nike sites in the 60's and 70's, they all had a double fence as the Nike Hercules used a W31 nuclear warhead. I would guess this is SOP for facilities with a higher security level for whatever reason."

Although Jim doesn't remember the exact date of his experience, he feels pretty confident that it was around August 1974. If what he saw is, in fact, related to the Coyame Incident, this would be the first confirmation of heightened military activity at Fort Bliss around the time of the UFO crash.

Biggs Army Airfield is the largest U.S. Army airfield in the world, boasting a runway measing 13,576 feet in length and over 3 million square feet of asphalt for parking aircraft. Although it carries a distinct name, it is considered to be part of the Fort Bliss Army Base.

Interestingly, in July 2013, one of the lesser-known areas of Biggs Airfield, a former Air Force nuclear weapons storage bunker known as the "Snakepit," received nationwide attention when tests revealed measurable radioactive contamination. A military spokesman said, "The evaluation revealed the presence of low-level radiological contamination resulting from maintenance activities conducted in the latter 1950s by the Air Force in accordance with existing policy and regulations of that time. The safety center will provide continued technical assistance to the Army in evaluation and mitigation of these sites."

Within days of the announcement, over forty persons who worked at the bunker, including custodians and maintenance workers, came forward with concerns that their health had been compromised due to exposure to

radiation. Also, the Air Force Safety Center at Kirtland, Air Force Base, in Albuquerque, New Mexico, was also looking into other possible sites of radioactive contamination at Fort Bliss, which was a Strategic Air Command nuclear bomber base from 1952 to 1966.

In another recent Coyame Incident development, on March 27, 2013, the authors received a Facebook message from Melissa P. [full name withheld] of Brownsville, Texas, reporting that her uncle was involved in the U.S. military's retrieval of a crashed UFO near Coyame, Mexico, in 1974. Melissa heard about our interest in the case during media coverage of our "Out of This World" UFO Conference & Festival, held in Edinburg, Texas, on March 15, 2013.

"My uncle was ordered to go to Mexico's Roswell by the United States military," Melissa told us. "He went, came back and was never the same."

As of the publication of this book, Melissa has been hesitant to provide additional details about her uncle's experience. Like many others who discover UFO truths, she is concerned about negative consequences for herself and her family.